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PORTSMOUTH, N. H. FRIDAY, APRIL 3, 1903.

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with The Herald, July 1, 1902.

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## Herbert A. Marden Chosen As The Successor Of John D. Randall.

### Joint Convention Of City Government Re- considers Vote Of Board Of Aldermen.

### Opinion Of City Solicitor Gupilli That First Action Was Illegal Makes The Change Possible.

The meeting of the city councils held on Thursday evening was not extremely lengthy, but it was lively while it lasted. The spectators, and they were numerous, watched the proceedings with great interest. The most important action was the reconsideration of the election of John D. Randall as chief engineer by the board of aldermen and the selection by the two councils in joint convention of Herbert A. Marden to succeed him. This was done in accordance with an opinion rendered by City Solicitor Gupilli that the upper board's action was illegal, the choice of a chief engineer being a prerogative of the joint convention. The action was taken in the face of emphatic, but unavailing protests from the minority. The assistant engineers, chosen at the last meeting, however, were re-elected without opposition.

In Board of Mayor and Aldermen. The full aldermanic board was present when the meeting was called to order at eight o'clock and all the extra seats in the room were occupied by interested citizens. The records of the last session were approved without objection, as usual, and the mayor proceeded to the reading of the petitions.

Applications from Mattie B. Bond for an asphalt sidewalk on Water street and from Charles McCarthy and others for one on Cornwell street were referred to the committee on streets. Edward H. Adams and other petitioners asked for an arc light at the corner of South and New Broad streets and another on New Broad street and a petition signed by the National Mechanics' and Traders' bank and several others asking for an incandescent light on Commercial alley was presented. Both these were referred to the committee on street lights.

Nathan Levine petitioned for a junk dealers' license, but his request was laid on the table.

A similar petition was read from A. J. Halprin, this, however, asking for a renewal of a license already granted. Ald. Fernald at once moved that all such petitions be laid on the table for the present. He stated that, in his opinion, the city is already overrun with junk dealers and recommended waiting until all the petitions were in before granting any of them.

Ald. Martin called attention to the fact that the junk dealers were suspected of being responsible for many of the misdemeanors recently committed in the city and sustained Ald. Fernald's position.

Ald. Wood thought that it was hardly right to take away the means of earning a livelihood from those dealers who had conducted themselves properly and called attention to the fact that petitions of this sort came into the board of aldermen throughout the year.

On the vote, however, the motion of Ald. Fernald was carried.

The report of the city marshal for the quarter ending March 31 was read and accepted.

Ald. Smith remarked upon a complaint made to him by Robert R. Lear, that the city bath house and floating stage near the Portsmouth Yacht club were moored in such a way as to take up nearly the entire waterfront of his land. Mr. Lear desired the city to remedy this, to enable him to place a floating stage of his own at that point and Mr. Smith wished to know if the matter could be referred to the committee on city lands and buildings. The mayor said that Mr. Lear had also broached the matter to him, but as he had presented no petition to the board, no action was taken.

A messenger from the common council served notice that that body would adjourn in five minutes if the aldermen had no business requiring the two councils to meet in joint convention. An answer was returned to the effect that the upper branch had such business on hand.

The mayor then read the resignation of City Physician C. W. Hannaford and Ald. Martin presented a resolution calling for a joint convention which was adopted. Mr. Martin immediately introduced another resolution authorizing the city clerk to inaugurate a card index system for the preservation of old records of births, deaths and marriages, which was also carried.

The common council, at this point, notified the board of aldermen that the former was ready for the joint convention and the partition between the two council chambers was raised.

#### In Joint Convention.

The resignation of the city physician was again read by the mayor and was accepted on motion of Councilman McCarthy. Ald. Wood moved that the convention proceed to elect a successor, and this being carried, the ballots were prepared and collected. Ald. Paul and Councilman Hoehn were appointed tellers and the result of the vote announced as follows:

Whole number of votes cast, 27  
Necessary for a choice 14  
George E. Pender had 8  
G. S. Locke, Jr. 15  
and the latter was declared elected. Ald. Paul then read a resolution directing the convention to ballot for a chief engineer of the fire department and four assistant engineers.

Ald. Fernald—"I thought we elected a chief engineer at the last meeting."

Ald. McCarthy—"I move that the resolution be indefinitely postponed."

The Mayor—"First permit me to read to you the opinion of the city solicitor."

No objection being made, Mayor Marcy proceeded to read a somewhat lengthy document setting forth the opinion of Solicitor Gupilli, backed up by quotations from the state laws, that the board of aldermen had no right to elect chief and assistant engineers. This devolved, it was stated, on both branches of the city government. It was further declared that the board of aldermen alone had the right to name the permanent

members of the fire department and the opinion was given that Henry S. Marshall was legally elected driver of the chemical engine.

Ald. Wood expressed the greater confidence in the city solicitor as said that he had no doubt that his opinion was unbiased, but added that other attorneys of the city held different views. He thought it unwise to depart from established custom without due consideration and inquiry and moved that Ald. Paul's resolution be laid upon the table.

On a ye and nay vote, the motion was lost, 16 to 11, the roll call resulting as follows:

Yes—Aldermen Bailey, Smith Wood and Fernald and Councilmen Manent, Britton, McIntire, McCarthy, Hoehn, Rutledge and Ames. No—Aldermen Lester, Martin, Knight Paul, Laskey and Long and Councilmen Hepworth, Newman, Harriman, Stackpole, Patrick Connors, True man, Newton, Coleman, Canney and Timothy Connors.

Ald. Wood then moved indefinite postponement, but the motion failed by the same vote as before. Another motion to postpone for two weeks was also lost, 16 to 10, Ald. Smith not voting.

Ald. Wood then took the floor and spoke as follows:

"In supporting this motion to postpone for two weeks the action of this convention upon the election of a chief engineer my mind reverts to the board's last meeting, when a most dangerous thing was attempted in trying to force upon the fire department a driver clearly chosen to discipline another man, and I am compelled to consider some things which led up to this action and I desire to show the danger to our city if the desire held by some of the more unscrupulous politicians of this city to take revenge upon men who have had the courage to expose their political methods, is allowed full sway."

"While we believe good government should be the chief thought of every citizen, we who are of a republican political faith have believed that such government could best be secured by a city council made up of a majority of republican members. Last year the voters decided that out of twenty-eight members twenty-five should be taken from the republican party, and this year, even when it appeared that there was strong feeling on the mayoralty question, so strong that a change of more than 750 votes were experienced, electing a democratic mayor, even in the face of such a stupendous change the voters selected twenty of the twenty-eight members of the city council from the republican columns of the ballots. Surely this was an expression of continued confidence in the republican party. The voters could not have issued a louder call for continuance of republicans in office. No suspicion could have been held in the minds of the voters that the desperation of one man should cause a betrayal of their party upon such a scale as never has before been known in this city, which has witnessed many desperate and dishonorable deals in the past. But let us for one minute consider the utter disregard of the voice of the voters which was maintained from the moment the result of our election was announced to the present time. One man, knowing that his own party distrusted his loyalty to it, cloaking himself under the name of republican, although in the full elections he contributed and disbursed assistance to the democratic party not only in his own ward, but in other wards of the city, and so certain was the expectation of this action by him that his nearest friend informed me on the day before election last fall that he must be watched and that he proposed to do the watching, this one man must place his individual gain over his party commands and enter into an alliance with our political enemies. The two wards in this city with the largest number of voters, and the largest republican majority of any wards in the city are held apart, and are prevented from working in harmony and for the good of the party simply through him. The voters of Ward two have emphatically placed their seal of disapproval upon him. The voters of Ward one will do so before long. His present rule in that ward is not due to any recognition of his statesmanship or a belief that it is good for the city that he should be heeded in the management of municipal affairs, but to a senseless fear that political futures live or die at his will."

**Ayer's Sarsaparilla**  
We put the best in it. You get the best out of it. And the doctors approve.

Why, your Honor, should this man use the support of a few of our respectable citizens which he now has, such to my surprise and astonishment, he would fall prone in the dust and political wreck he has created; and the time must come when the voters of Ward one will assert their independence and shake off his "Old Man of the Sea," who is apping their political life.

"This one man, in the desperate desire that he himself shall gain control of municipal affairs is so eager in his quest that all party fealty is brown to the winds, all care for republicanism is lost sight of and he openly ignores the worthy men of the republican party and barbers nearly all that he himself may be returned to a position that the citizens of Portsmouth do not wish him to fill and to which he could never be elected by popular vote."

"A city messenger, capable, able and faithful, having served but two years, is crucified in the house of his friends. A city solicitor, of marked ability and impartial judgment is thrown aside to consummate the deal. A city auditor, for years a consistent republican, having occupied many positions of party trust, and having held the office of city auditor for simply one year, filling that position to the satisfaction of all concerned, is trampled under foot, and for what? Simply to complete a compact that had for its purpose the taking of a certain man from the driver's seat of the chemical engine and putting one in his place more to the liking of this would-be Richard Croker of Portsmouth. And now as a result of the marked discourtesies directed toward our city physician and the absolute removal of the competent board of health inspectors, we are compelled through his resignation to select an untried officer to watch over the health of our citizens. No heed has been given to the brave fight of these three men during the danger to our city last winter from that loathsome and dread disease, smallpox; no apparent gratitude was felt because of the vigils kept by these alert and courageous men, led by Dr. Hannaford, who did not for one moment flinch from the terrible responsibility so suddenly thrust upon him. But out they go at the command of the leader of this raid upon the fire department."

"And now it is the clear play of this man to sweep our present chief engineer of the fire department out of office simply because he will not bend his knee to calls for revenge."

"We should pause before we are led further into the quagmire of deals with a political minority. We should assert our manhood and prevent this man from exposing our beautiful city not only to financial loss, but to an impending fate of destruction by fire if this raid upon our fire department is allowed to continue."

"Why, your honor, and gentlemen of the board, do you appreciate what the action of this board at its last meeting in attempting to elect a driver for the chemical engine has done to our excellent fire department? I stated at our last meeting that I am proud of the efficiency of this branch of our municipal affairs, and I believe we should feel well satisfied with its guard of our city from

the fire fiend. I believe much credit should rest upon the shoulders of every man in the department, and particularly upon those of the chief engineer, against whom, just prior to our last meeting, most desperate efforts were made and are now continued to consummate a deal to retire him from the office he has so faithfully filled. And there is no doubt those efforts had their origin in the fact that he would not agree to remove the regular driver of the chemical engine, simply to satisfy the revenge of one man."

"I repeat, do we appreciate what our action, in attempting to take from the hands of the governing power of the fire department the prerogatives rightfully and properly vested in it, has done? At once there arose in the heart of every employee of that department a feeling of insecurity, of unrest, of fear that his turn would be next, and that these city councils might proceed to rend the department into fragments and reconstruct it with inexperienced and incompetent men? Did not this attempted raid jeopardize our homes and our city, take from our chief engineer disciplinary power and transform the department into an unorganized mob with no central power to control and direct? Do we want our homes thus endangered? It has been my experience to hear the alarm of fire while sitting in this board, and to learn through the telephone that my home was in flames. Knowing that my children would naturally be asleep at the hour on which the alarm was rung, do you suppose my hurried journey to my home was filled with anything but the most intense anxiety? What would my feeling have been augmented by a knowledge that the fire department had been thrown into chaos by a destruction of disciplinary powers—that department that I knew should be at my home before I could reach it, to safeguard the lives of my family and protect my property."

"I say to this board in great earnestness, we must call a halt in this course. We must take such action as we believe to be right, and not accept commands from any man who has given such unmistakable evidence of dishonest and dishonorable methods in municipal affairs."

Mr. Wood was frequently interrupted in the course of his remarks and retained the floor under difficulties. Ald. Martin rose to a point of order, stating that Mr. Wood's speech was already in type in the local newspaper offices. Ald. Long also raised an objection, but neither was sustained.

Ald. Paul called for the question and was sustained by the mayor, but Ald. Wood protested and continued to speak. Ald. Martin again objected and Mr. Wood appealed to the mayor. The mayor's attention appeared to be about equally divided between Mr. Wood and the city clerk and he did not at once reply to the former.

Mr. Wood—"Mr. Mayor, I am not talking to the city clerk, I am addressing your honorable self. Is the floor to be taken from me?"

There being no immediate response, Ald. Wood continued his remarks.

Mayor Marcy—"The previous question has been called for and I have recognized the call."

Ald. Wood—"Do I understand that the floor is to be taken from me?"

The Mayor—"I must request you to resume your seat."

Ald. Wood—"Is it proper to move to refer this matter to the committee on streets?"

The Mayor—"I should rule that motion out of order."

Ald. Wood—"Then I move that the question be referred to the committee on fire department with instructions to report in two weeks."

Ald. Lester protested, but the motion was put, being voted down, 16 to 10.

Ald. Wood—"Is this matter open to debate?"

Mayor Marcy—"I rule that it is not."

Ald. Wood—"Are the deliberations

## When in Exeter

— TRY A —

## Dinner

— AT THE —

## SQUAMSCOTT

## HOUSE.

N. S. WILLEY, PROPRIETOR

EXETER, N.

(Continued on page eight.)



## RURAL DELIVERY.

### BAD ROADS PROVING AN OBSTACLE TO ITS EXTENSION.

Growth of the Service and How It Benefits the Rural Population. Good Highways a Prerequisite of Its Establishment.

One of the greatest arguments for good roads is the rural free delivery. The last report of the postoffice department says:

"Rural free delivery service has become an established fact. It is no longer in the experimental stage, and undoubtedly congress will continue to increase the appropriation for this service until all the people of the country are reached where it is richly enough settled to warrant it. The estimates of the department are to the effect that the available territory for this service embraces about a million square miles, or one-third of the country's area exclusive of Alaska. The 11,650 routes now in operation cover about one-third of the available territory. The rapid extension of the service will of course increase the deficits during the next three years. After it is completed the routes will quickly feel the effect of its establishment, and whatever deficit may be occasioned will gradually disappear. It will also be interesting to note that rural free delivery carriers received applications during the last year for 823,946 money orders."

Recent experiments have demonstrated that this service can be extended in many localities to the rural population, says the president of the Missouri Good Roads association. There is one obstacle, however, that has confronted most of the efforts to extend this system, and this is the absence of roads over which carriers can cover sufficient territory in a given time and with regularity at all seasons of the year.

What greater benefit could accrue to a farmer living a number of miles from a town or postoffice than to have his mail delivered daily at his door? How much of the monotony of his isolation would be removed if he could receive his daily paper, read the news of the outside world, watch the markets for his products and be able to take advantage of prices that are often lost to him and see his children happy and content



THE COUNTRY MAIL CARRIER.

Instead of restless and dissatisfied or else growing up in stolid indifference that is the outgrowth of mental lethargy and ignorance.

It is difficult to determine the financial benefits the farmers receive from the establishment of the system of rural free delivery, but ex-assistant postmaster General Heath, treating of the question in one of his reports, summed up the benefits to farmers as follows:

"Benefit of the value of the farm lands reached by rural free delivery. This increase of the value has been estimated as high as \$7 per acre in some states. A moderate estimate is from \$2 to \$3 per acre. A general improvement of the conditions of the roads traversed by the rural carrier in the western states especially the construction of good roads has been a prerequisite of the establishment of rural free delivery. In one county in Indiana a special agent reports that the farmers incurred an expense of over \$2,000 to grade and gravel a road in order to obtain rural free delivery. Better prices obtained for farm products, the producers being brought into daily touch with the state of the markets and thus being enabled to take advantage of information heretofore unattainable."

And then he very forcefully adds:

"To these material advantages may be added the educational advantages conferred by relieving the monotony of farm life through ready access to wholesome literature and the keeping of all rural residents, the young people as well as their elders, fully informed as to the stirring events of the day. The moral value of these civilizing influences cannot be too highly rated."

But let the rural population not fail to observe that the statement is made that "the construction of good roads has been a prerequisite of the establishment of rural free delivery service," and it will be continued a prerequisite in the future. It is an old adage that "the Lord helps those who help themselves," and the government seems to think it a rule worthy of emulation. This great boon of rural free mail delivery with all of its conveniences and educational and moral influences will be denied those communities that lack the energy and spirit of progress to pave the way for it by paying the ways over which the mail must be carried to their homes.

Where the Roads Are Good. When there are fine roads there are fine farms and the people are more civilized and, indeed, civilization is advanced. — President National Good Roads Association.

## ROAD REPAIRING.

Some Points on Paving a Highway in Good Condition.

Holes and ruts should never be filled with stone, brick or coarse gravel, says a writer in Good Roads Magazine. The hard material will not wear uniformly with the rest of the road, but will produce bumps and ridges and usually result in making two holes, each larger than the original. Any saucerlike depressions or ruts should be filled with earth like that of the roadbed.

It is a bad practice to cut a gutter from a hole to drain it to the side of the road. Filling it is the proper course, whether the hole is dry or contains mud. The holes most requiring attention are found at the end of bridges and along the sides of small wooden box culverts.

The side ditches should be examined in the fall to see that they are free from dead weeds and grass, and late in the winter they should be examined again to see that they are not clogged with cornstalks, brush, etc., washed in from the fields. The mouths of culverts should also be cleared of rubbish and the outlet of tile drains should be opened. Attention to side ditches prevents overflow and washing of the roadbed and will also prevent formation of ponds at the roadside and the consequent saturation of the roadbed.

Roads should have plenty of light and air. Of course a shady road is very nice on a hot day, but such a road cannot be kept in good condition, since shade is nearly sure to cause mudholes. Therefore the road officials should use all possible diplomacy to have trees adjoining the road, particularly those on the south side, trimmed with reference to the needs of the roads.

## AMERICAN ROADS.

Uncle Sam's Canals and His Poor Highways.

We are appropriating millions of money for building canals and railroads, yet 95 per cent of all the material that passes over our canals and railroads must in the first instance pass over primary roads—namely, the highways, says E. A. Bond, New York state engineer. In connection with our canals we are doing an immense work. We are still appropriating money and making them efficient. Our railroad corporations are expending huge fortunes in reducing grades and making their roads straight and smooth. Steamboat companies are expending great sums in enlarging the capacity of their ships and increasing their speed.

What does all of this avail if we who are to be the most benefited do not undertake some sensible system on a business basis for building and maintaining in a wise manner the common roads of the country?

When this has been done, and when that good time comes (and it is as sure to come as tomorrow's sun is to rise), then will our boys be willing to stay on the farm and our daughters be willing to become farmers' wives. The isolation of farm life will then have passed away and instead of our boys and girls leaving the farm to go into the crowded cities more will be willing to go from cities to the farms. Then we will have free mail delivery and the telephone, and we will be the happy and contented people that the Almighty intended we should be when he gave us this rich and beautiful heritage.

## The Naming of Roads.

The naming of the roads, says the Grand Rapids Herald, is something that should have been attended to long ago. Every main road and every cross road in the county ought to have its official title, just as do the streets and avenues in the city. The roads are laid out on the map, but they are unnamed, and to attempt to address a farmer at his home residence except perhaps in the most general way is impossible. The board of supervisors might well appoint a committee or commission to name the roads in the county, and in selecting names it would be well to honor the sturdy pioneers who settled in the neighborhood through which the road passes. With the roads named a farmer could be as easily addressed by his street and number as can those who dwell in cities.

## Good Roads in the Philippines.

If General Bell continues the good work he has begun, the Philippines will soon have better roads than are usual in this country. During the past year under his direction fifty miles of macadamized road in one straight stretch have been constructed, connecting Calumbas and Ibatangas, at a cost of about \$2250 per mile in our money. The farm within a mile of this road have doubled in value since its construction.

## Rural Delivery Notes

The free rural delivery system is under the charge of A. W. Machen. He is almost the father of the system. It was born under the Cleveland regime. Ten thousand dollars was appropriated for the initial experiment.

Since the date of the permanent establishment of rural free delivery the force of carriers has been increased until at present it constitutes an army of about 12,000, who daily travel over nearly 300,000 miles of highway for the benefit of a population of about 7,000,000.

Governor Durbin of Indiana has signed the bill recently passed compelling counties to keep in good repair the roads on which rural mail routes have been established. The bill provides that 5 per cent of the road fund shall be set aside to keep these routes in good condition.

## GOOD ROADS.

The Automobile an Argument For Highway Improvement.

With the automobile steadily pushing its way as an available medium for touring purposes the question of road improvement instead of becoming a dead issue is in reality a most important topic in rural affairs. We shall have this year in the United States no less than twenty automobile clubs, whose members will devote a great deal of their time to pleasure jaunts within a hundred mile radius of the larger cities, says the New York Telegram. Some of them will push farther and make long trips between the east and the west.

In no season has there been such general interest in touring, due of course to the increasing number of automobiles. The road machines are no longer a novelty, but a recognized method of quick and easy transportation from point to point. Communities that have the commercial instinct keen profit well by expending sums upon road improvement, since they bring to their section persons of means who spend large sums in the course of travel.

In addition to the financial reimbursement brought by travel to any locality of good roads it is an unquestionable fact that the residents profit largely by their own ability to get to and from business centers when other sections are tied up because of the impassability of the highways.

The automobile is here as a fixture. It is no longer an experiment, and it is a permanent argument for road improvement. The communities that make the best of new conditions are those that ultimately will profit the most. There is no immediate danger that the automobile will crowd the horse off the road. Both are here to remain indefinitely.

## BEAUTIFYING ROADS.

Planting Trees and Shrubbery Along Country Highways.

The road improvement campaign, which has been so ably conducted by those interested in riding, bicycling and automobilism in recent years, is about to enter upon another stage of progress which will appeal with special force to those interested in things beautiful, says Harper's Weekly. Heretofore the utilitarian view of road improvement has been kept well in the foreground, but now several New England communities are emphasizing the aesthetic value of beautiful roadsides. Scientific road treatment must of necessity come



COUNTRY ROAD IN ENGLAND.

first, but beautifying roadsides represents even a more advanced stage of civilization.

The pleasure of riding over good, firm, smooth country roads is greatly increased when the trees, shrubbery and general roadside appearance are pleasant to look at and cool and inviting to the eye. That there are an art and a science in roadside treatment is made very apparent by experiments made in New England. Instead of sacrificing trees that would take half a century to replace the road masters devise some methods of preserving them, while new trees are planted at favorable places. Shrubbery along roadsides can be either a nuisance or a source of great aesthetic value. It all depends upon its location and nature. Along many roadsides the attempt is made to cut down all weeds, shrubbery and grass. Clean sweep is made of everything, and the result is anything but artistic.

The movement started in New England now is to plant trees and shrubs along the roadside to enhance their beauty. The plantings are far enough back from the roadway so that branches will never interfere with passing carriages, and steps are taken to keep the ditches free from all obstructing growths.

## Rural Delivery Notes

Superintendent Machen is rapidly extending the rural free delivery service. His latest report shows that a large number of new routes have been established in various states.

Not only has rural free delivery resulted in increased postal receipts and the extension of educational advantages, but farm lands have been enhanced in value, roads improved and better prices obtained for farm products as a result of the producers having been brought into daily touch with the state of the markets.

Senator Fairbanks of Indiana will endeavor to have the next congress appropriate \$25,000 for "experimental rural telephone free delivery." The plan is to have the government issue a new telephone special delivery rural mail stamp. This stamp would be noticed by the postmaster at whose office the letter was received that he was to open the letter and repeat the message over the telephone to the person to whom the letter was addressed, or at least deliver it to persons that would see that the contents of the letter were delivered at once.

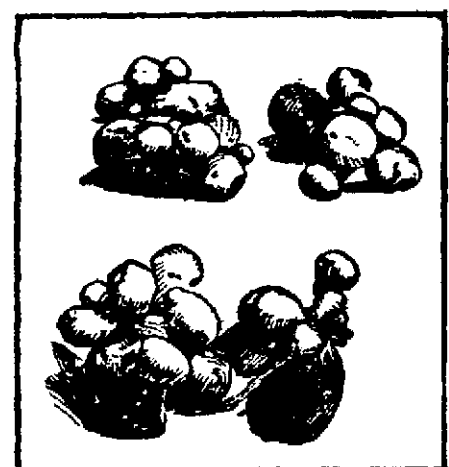


## NEW POTATOES IN WINTER.

Forced on Old Tubers, With Little Foliage or Root Growth.

Something entirely novel and, as it seems, quite suggestive is the experience of a correspondent of the Gardener's Magazine in obtaining supplies of young potatoes of good quality all through the autumn and winter without glass or artificial heat. He says:

"We grow as a field crop enough potatoes for the supply of a large establishment. When lifted, the tubers are taken up and kept in some chalk caverns, of which we have several, and few places are better adapted for storage. These caverns are perfectly dark and do not vary much in temperature. The potatoes are placed in heaps and of



NEW POTATOES ON OLD TUBERS.

[Winter grown in caves]

course left uncovered and can easily be examined by artificial light, as may be necessary through the season. The crop of 1901 was a very good one, and about ten tons were stored. We generally give any old potatoes away that may be left when the following season's crop is lifted. In doing this in 1902 I saw that some of the old tubers were forming small potatoes on their surfaces. On Aug. 5 the more advanced and promising were arranged one thick in another part of the cave. Over these some finely sifted potting shed soil was sprinkled, but not to quite cover them, so that they might be carefully watched. On Sept. 5 the first dish of potatoes of good size and excellent quality was picked. As everything looked so encouraging we made frequent successions to follow on, with the result that we have been gathering, not digging, young potatoes throughout the autumn and winter.

"Our practice has been to grow the earliest supply in pots, followed by frame culture. In these cases the plants have to be turned out or dug up, and the very small ones are practically wasted. In our caves we pick off those that are ready and leave the little ones to come on, so that the old tubers give a succession. Strange to say, some tubers that had borne a crop after a short interval showed signs of bearing a second time. We have tried them with fairly good results. It is curious that very little root action or leaf growth is made, I may almost say none at all."

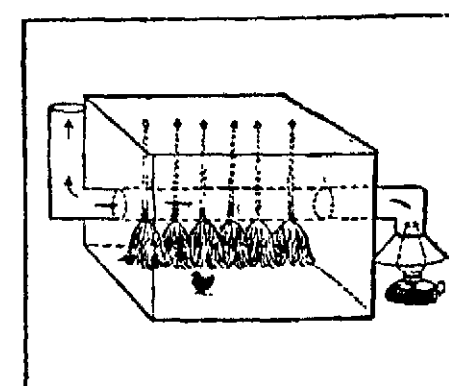
The next thing will be for some enterprising grower to endeavor to approximate the conditions of these chalk caves and start the industry of new potatoes in winter.

## Sheep and Hogs Have Paid Well.

Last fall when sheep and lambs were going into the feed lots by the thousands everybody figured that fat sheep would sell low in the winter. That was a natural conclusion, and those who predicted large numbers of sheep on the market were correct. February's receipts at Chicago were the largest on record for that month. But the demand is always an unknown quantity in such cases, and this year it has been unexpectedly good. For the first time on record dressed mutton is being shipped to England in large quantities, and there has been a good export demand for sheep right along. This, with a large domestic consumption of mutton, has resulted in strong markets and good profits for feeders, who laid in their stock at low prices. Sheep and hogs have paid well for their grain.—National Stockman.

## Feathery Comfort For Young Chicks.

This brooder is figured for American Agriculturist by a correspondent who says he has used it and knows it to be successful. I got a box 2 feet square and 18 inches deep. I had a tin pipe made to pass through the center of it, with a long funnel at one side, and un-



BROODER FOR TWENTY-FIVE CHICKS.

der this I set a lamp. On the opposite side was an elbow to give a good draft. The cover was laid on loose, so that I could lift it a little for ventilation. Near the center of the cover I bored six holes and got six feather dusters and bored some gunnet holes through their handles, so that I could lower or raise them, according to the size of the chicks. Such a brooder will hold about twenty-five chicks.

The farmer who is feeding only corn to his steers or hogs literally must have corn to burn.

## LIMA BEAN GROWING.

Good Soil, Thorough Cultivation and Some Hard Work Required.

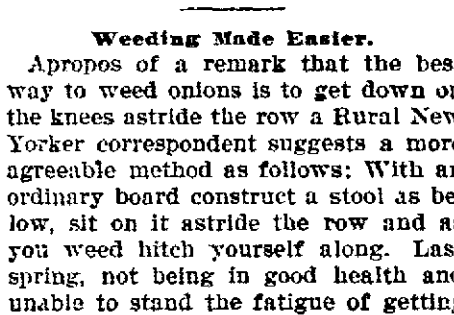
A young clover sod plowed in the spring and thoroughly pulverized would make a good seed bed for lima beans. The soil should be deeply plowed and worked as fine as possible. Manure is usually broadcasted and worked thoroughly into the soil. As a rule the plant food is not placed in the hill. The pole limas are usually planted three and a half or four feet apart. The poles are about ten feet long and set firmly in the ground. After the poles are set a small hill is made around the base of each pole and packed down reasonably firm. Five or six beans are then planted by pushing them down into the ground, taking pains to leave the eye down. The best farmers leave about three vines to the pole. Cultivation is continued as long as possible, but after the vines begin to run rapidly it is not profitable to use the horse, as a careless man would tear out or break down too many vines. The cultivation is much the same as for corn, and the hills are kept rounded up. Cultivation is kept up as long as possible, but the vines make a vigorous growth, and considerable hand work is necessary. Great labor is required in tying up the vines. This must be done just at the right time, and sometimes two or three different tyings will be necessary. When the vine reaches the top of the pole, the best growers usually nip it off. An average of one quart of shelled beans to the pole would be a very large crop. In many cases the yield falls below a pint to the pole. The great profit is in very early limas.—Rural New Yorker.

## Earth, Not Heaven, Is at Fault.

A lady reader tells of instances of tomato vines making a tremendous vine growth while yet giving scarcely any ripe fruit and others of potato plants making plenty of top growth, yet producing but few and small potatoes. I have observed similar instances now and then, although the rule is that it takes a large amount of foliage to support a heavy yield of tomatoes or potatoes. Good farmers and gardeners do not any more put the blame on the moon or the sign of the zodiac. In fact, there is very little mystery about these things. The fault is in earthly rather than in heavenly or lunar conditions. An excess of nitrogenous elements or a comparative lack of mineral elements in the soil may give an excess of leaf growth at the expense of fruit or tuber. Some tomato varieties are naturally inclined to make strong leaf growth. These we must plant on soil that is not excessively provided with nitrogenous or organic matter and plant them farther apart besides.—T. Greiner in Farm and Fireside.

## Weeding Made Easier.

Appropos of a remark that the best way to weed onions is to get down on the knees astride the row a Rural New Yorker correspondent suggests a more agreeable method as follows: With an ordinary board construct a stool as below, sit on it astride the row and as you weed hitch yourself along. Last spring, not being in good health and unable to stand the fatigue of getting



ONION WEEDING STOOL.

down on the knees, I hit on the above idea. My hired man laughed at what he termed "a lazy man's way," but very quickly adopted the idea when he found the "invalid" outstripping him at the rate of two rows to one. No fatigue is felt in this method. The legs for the stool should be made from the same board as the seat so as to avoid tilting. Three rows are weeded at once this way.

## Paves the Way For Alfalfa.

Red clover is a good plant to grow before seeding to alfalfa on soils that have a hardpan subsoil which holds water and prevents good drainage. Red clover is much more vigorous than young alfalfa and will grow down into the hardpan under conditions that will kill young alfalfa. After the red clover has stood two years or more and has penetrated the hardpan to a good depth the ground can be prepared and seeded to alfalfa. The decaying clover roots will keep the hard subsoil open and drained and furnish nitrogen to the alfalfa plant until it reaches full vigor, when it will yield a much larger crop than clover, live for many years, and each pound of alfalfa will be worth considerably more than an equal amount of clover.

## Things That Are Said.

In farming, as in other lines, it pays to be beforehand. Already many agriculturists are beginning to formulate plans for handling their 1903 crops.

The truth is if you want anything and go to work to get it you can get it. Men like to help such a young man. Luck is a quality we all admire.

In all our manufacturing concerns today the watchword is economy. Such a thing as waste is practically unknown. How about the farm?

Talk about wildcat investments! The woods are full of them, and the farmers are biting like suckers. We regret to say this, but it looks so.

To make a successful season every farmer needs "git, grit and gumption."



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If they complain of headache, if they squint, if they are behind in their learning. There are a great many children today who are censured for being behind in their studies when the fault in many cases is the eyesight. If your children complain of the above symptoms, be sure and bring them in and have their eyes thoroughly and accurately examined. IT IS ABSOLUTELY FREE OF CHARGE.

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**His Tears.**  
"Why are you crying, little boy?" asked the tourist in Texas.  
"Boohoo!" sobbed the youngster. "De cyclone blew down every house in town but one!"  
"What one was that?"  
"The schoolhouse." — Philadelphia Record.

**His Calculation.**  
"You set too high a value on money," said the friend.  
"Maybe I do," answered Senator Sorghum, "but so far as I have been able to learn money is regarded as the most valuable thing yet discovered." — Washington Star.



**Clear Case.**  
Justice—Does the groom take this woman for better or for worse?  
Bride (butting in)—He takes me for better, Ah reckon, sah. He's out ob work. — Chicago News.

## TO CURE A COLD IN ONE DAY

Take Laxative Bromo Quinine Tablets. 64 boxes.

**Gives Him Appetite.**  
Bibbs—The doctor told Buggins to take a drink of whisky before each meal.  
Slobbs—What is the result?  
Bibbs—Buggins is now eating eight meals a day. — Philadelphia Record.

## Somewhat Different.

Clara—Did papa give assent?  
Tom—No. He said he had no objection to our getting married, but not a cent would he give us. — Cleveland Plain Dealer.

**Asked and Answered.**  
Tramp (at back door)—Please, ma'am, could youse gimme a bite?  
Lady (shunning the door)—Get out! I'm no dog! — Chicago News.

## Well Filled Teeth.

"Hasn't she a bright smile?"  
"No wonder, with \$60 worth of gold in 'em." — Philadelphia Bulletin.

## reconstituted.

"Are you not glad to see the warm weather approaching?"  
"I don't know," answered Mr. Sirius Barker. "It merely means that we will quit worrying about the coal bin and start in to study the refrigerator." — Washington Star.

## How She Managed.

The Porter—So that silly old Miss Hen is to be married? I wonder how she managed to elicit a proposal?  
The Diner—The porter asked her if she was fond of rice, and she blushed and said, "This is so sudden!" — Judge.

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## FOR BETTER ROADS.

LABOR UNIONS AND AUTOMOBILE MANUFACTURERS JOIN HANDS.

The Use of Prison Labor in Building Public Highways—A Labor Leader's Plan for the Employment of Convicts in This Work.

The convention of American road makers which met in Detroit was remarkable in this respect, that Mr. George Burns, the great labor leader and president of the Michigan Labor union, advocated the use of prison labor either in building roads or in preparing material to be used for hardening their surfaces. He is the first great labor leader to advocate this course, although it has been suggested by many speakers and writers on this question during the past ten years. Mr. Burns sees that it would be clearly in the interest of such prison labor and also in the interest of free labor to have the great army of prisoners now in the jails in the various states who are doing no good for themselves and adding nothing to the common wealth applied to the road proposition in some form or other.

Many people object to a suggestion of this kind because they say that the use of such labor for such a purpose would have a contaminating influence in the community where the work is done. But to avoid such a result Mr. Burns showed that this labor could be applied in the preparation of material, either brick or broken stone, where the prisoners could be worked in inclosures as they now are. The products so produced would not come in contact with free labor as the articles generally produced by such labor do. Consequently by this course you avoid competition with the manufacturer who offers for sale the manufactured article or competition with the free laborer who works to produce these articles, and at the same time the prisoner is receiving more useful instruction, having more healthful exercise and adding greatly in the course of years to the common wealth. If Mr. Burns' idea, which is undoubtedly a sound and wholesome one, should be adopted by the labor unions of this country generally, it would bring to the road cause great aid.

The great meeting of the automobile manufacturers of America held in Chicago soon after this Detroit convention developed the fact that all of the automobile manufacturers of America are heartily in favor of some general plan of road building that shall be applicable to all the states in the Union. Being unanimous in this view, they adopted a resolution endorsing the passage of the Brownlow bill, which provides for a system of national, state and local co-operation in the permanent improvement of the public highways. It is very evident from the logic of events that the time is rapidly approaching when the friends of the good roads cause will be able to unite many forces in favor of the general plan of road improvement that have hitherto been either indifferent or hostile.

The labor leaders generally have been hostile to the idea of applying the prison labor to this work, but now one of the most progressive leaders of organized labor has come forward and endorsed in the most hearty and intelligent way the idea of applying this labor to the general welfare of the community by building up the public roads. In order, however, that this shall be made possible the road building authorities in the various states and counties must be provided with necessary funds in order to obtain proper machinery, engineering skill and expert labor so as to make use of the army of prisoners who would be put at their disposal under the new plan.

In order to secure this necessary fund it is more and more evident that the aid of the national government should be called in to supply a portion of the money. This is all provided for by the Brownlow bill, which was not only endorsed by the Chicago convention, but also by the Detroit convention of American roadmakers. Every convention met to consider this question since the Brownlow bill was introduced in congress has included the bill and urged its passage.—Hon. Martin Dodge.

**New Jersey's Stone Roads.**  
State Road Supervisor Budd in his annual report to Governor Murphy shows that 796 miles of stone roads have been built in New Jersey during the last year. It is possible to travel on smooth, hard roads from Jersey City to Atlantic City. The state has appropriated so far \$1,205,168 for building roads. The northern counties have built on their own account 225 miles of road. A request will be made to the legislature to increase the annual appropriation to \$300,000 from \$250,000. Supervisor Budd says that in no way can the government add so rapidly to the prosperity of the nation as by contributing its surplus to the macadamizing of the highways of the settled parts of the country.

**Germany's Good Roads.**  
Germany has two kinds of roads, state and county. The former cost \$10,000 a mile to construct and have an average width of twenty-three feet. They vary from eighteen to sixty feet. Each mile and a half is looked after by one man, who, with a wagon and horse, earns from \$125 to \$200 a year, devoting six hours a day to the work. An overseer has charge of fifty miles and is paid \$400 to \$500 a year. Each county has an inspector, who receives \$700 to \$1,000 per annum. About \$240 a mile is allowed for yearly expenses for repairs. County roads cost \$5,000 a mile and repairs about \$65 a year. As much regard is given to the maintenance of roads as to the building of them.

## ROAD CONSTRUCTION.

The Improvement and Maintenance of Dirt Highways.

It is a comparatively simple matter to take care of the surface water on a farm or neighborhood road, and with a good machine several hundred feet of good roadbed suitable for neighborhood traffic can be shaped in a day or ten hours. If the road is suitably crowned so as to shed water into the ditches and the surface is compacted with a heavy roller, a useful neighborhood road can be produced at wonderfully small cost.

On a dirt road of this character a wide tire will consolidate the surface and steadily improve the road, reducing the cost of maintenance to a minimum, said E. L. Tessier, Jr., in an address before a South Carolina good roads convention. If, however, narrow tired vehicles are driven over a dirt road the roadbed will be cut up in a



RUTTED BY NARROW TIRES

short time, the water will lie in the ruts made by the wheels, and the labor expended on the road will be practically thrown away.

If the road under consideration is in a sandy section, a top dressing of clay from two to three inches in depth should be evenly spread and harrowed. Then the whole surface of the roadbed should be plowed up to a depth of four inches so as to bring about two inches of the sandy soil to the top. This plowing should be followed by a thorough harrowing so as to intimately mix the sand and the clay, after which the road should be carefully scraped, so as to preserve a proper cross section, and then the roller should be put on, gradually increasing the weight until the whole surface is compacted into a solid mass.

After the cost of building any road comes the cost of its maintenance; but, if the roadbed has been properly prepared and the surfacing well done, the road can be kept in good order at comparatively small cost. The cost of maintenance will be in inverse proportion to the width of tires used on the road.

The method of making dirt roads may be summed up as follows: Clear the road of all roots and vegetable matter, drain all damp places, provide for the rapid removal of surface water, compact the subsoil before putting on the clay or sand top dressing, as the case may be, mix the sand and clay thoroughly, roll the surface to a hard, even bearing, and last, but not least, keep on improving the roadbed by using broad tired vehicles.

**Good and Bad Roads.**  
Localities where good roads have been built are becoming richer, more prosperous and more thickly settled, while those which do not possess these advantages in transportation are either at a standstill or are becoming poorer and more sparsely settled, says the assistant director of road inquiries. If these conditions continue, fruitful farms may be abandoned and rich lands go to waste. Life on a farm of ten becomes as a result of "bottomless roads" isolated and barren of social enjoyments and pleasures, and country people in some communities suffer such great disadvantage that ambition is checked, energy weakened and industry paralyzed.

**The Improvement of Highways.**  
At the national good roads convention held in Chicago recently it was declared that the improvement of roads is the greatest industrial problem in the country. Besides effecting a saving of more than \$900,000,000 annually it was said that good roads would solve the problem of congestion in the cities by enabling more persons to live in the country.

## Good Road Notes

In Missouri two-thirds of the revenue from dramsops is set aside for a road fund.

Streets are to be paved with straw in Poland, the substance having been chemically treated and pressed as hard as wood.

It costs the farmers of the United States nearly three times more than those of Europe to market an equal tonnage of farm products over primary roads.

## ROAD IMPROVEMENT.

THE BUILDING OF HIGHWAYS BY NATIONAL AID.

Some Interesting Views of Representative Men Who Are in Favor of This Plan for the Betterment of Public Highways.

The question of road improvement in the United States seems within the past year to have resolved itself into the question of national aid. When any one is asked to say something on the road question, he takes it for granted that you want to know whether he thinks the government should help build the roads. Many leading men have recently given their indorsement to this new idea, or rather old idea, for it is now nearly a century since Jefferson signed the first national aid bill. Some of these views are interesting. In a recent speech ex-Senator Butler of South Carolina said:

"There is ample constitutional warrant for the improvement of the public roads out of the United States treasury, as large as there is for the improvement of rivers and harbors or for the support of the agricultural colleges. It is an appropriation from which we would all get benefit and to which we would all contribute a share. The constitution of the United States confers upon congress the right to establish postoffices and postroads. Every highway is a post route if the government chooses to use it. Even in the days of John C. Calhoun he recommended the distribution of the surplus among the several states, and it was done. I think the best thing for us to do is to go to our representatives and senators in congress and say to them, 'The great demand of modern times is the improvement of the public highways, and the federal government should contribute.'"

Governor Montague of Virginia is doing everything in his power to secure state legislation for road improvement, and he is also in favor of national aid. He says:

"We should not, however, overlook national aid. I believe this in time will come. The so called constitutional barrier against national appropriation must fall to the ground. The national government has constructed public highways unopposed by the strictest constructionists of the federal constitution. Moreover, if the national government can appropriate money to build harbors and to irrigate lands of the states, how much greater is the reason and the right for national aid to public highways, the primal and abiding factors of transportation, both local and interstate."

Speaking on the same subject, General Nelson A. Miles says: "The United States government has appropriated \$480,000,000 for rivers and harbors during the last twenty-two years and only about \$8,000,000 for the improvement of the country roads. Now it appears to us that it is a fitting time to draw the attention not only of the people that are immediately interested, but of your representatives both in the United States and the state legislative bodies, because it is one of the projects that are bound to contribute to your welfare and happiness."

General Fitz-Hugh Lee, referring to this subject, says: "If you improve the roads, you begin at the foundation of prosperity for the people. The government of the United States appropriates now a large sum every year for military purposes. It appropriates money for our mechanical and agricultural colleges. Now, inasmuch as good roads are the basis of prosperity both in country and city, why should not the government appropriate an adequate sum of money annually for road improvement?"

Assistant Secretary of Agriculture Colonel J. H. Brigham recently expressed himself as favorable to national aid. Among other things he said: "I believe the general government can help in this work of improving the highways. I am one of those who believe it is always right for the strong arm of the government to be extended to help her people in every section of the country. The government could appropriate a certain sum to be supplemented by appropriations from state and county and then ask the locality where the road is to be constructed to contribute a certain amount and bring these funds all together. Then it would not be burdensome upon any one, and the work would be started here, there and everywhere, and in a few short years, without unduly burdening anybody, without impoverishing the nation or the state, we would see good highways extending all over our land, beautifying the country, enriching the people and adding to their intelligence and happiness in many ways."

## Machinery For Road Improvement.

The tendency of the present age is toward the use of machinery wherever possible, and in the improvement of highways of every kind the use of ditching and roadmaking machines and of heavy road rollers is of the first importance if economy and efficiency are to go hand in hand. The use of proper apparatus for the shaping up of the roadbed and the subsequent hardening of its surface is of paramount importance, and every supervisor of public roads should have at his disposition, at least during a part of each year, the machinery above referred to. In considering the building of roads in rural districts the matter of low first cost must always be kept in view. While this may appear somewhat high on account of the purchase of machinery, if several townships join in the purchase of the required outfit the cost of each will hardly be felt, and the results obtained will fully justify the investment.

## BUSINESS MUST BE TAUGHT IN OUR COLLEGES . . .

By EDMUND J. JAMES, Ph. D., President of Northwestern University

THREE-FOURTHS of the men in charge of the railroads of the country do not understand their business and have managed their roads so badly that bankruptcy is always staring them in the face, with more business awaiting them than they can handle. A freight car starting out from Pittsburgh to Chicago is like a sailing vessel of a half century ago setting out from New York to London. Nobody knows when she will arrive or where she is on her journey. It may take her a week or it may take her a month.

We hear of the vast combinations of capital. Men talk of trusts and of the accumulation of all industries in the hands of a few men. We hear of Morgan and Rockefeller as the great financiers of the world. How are these men enabled to do these things? Not because they are such very big men, but because THE AVERAGE BUSINESS MAN IS SUCH A SMALL FELLOW.

The average business man is ignorant and inefficient and cowardly. He is uneducated and untrained in his own business. He is helpless at a crisis. And it is because of his lack of the qualities which are imparted to the technically trained man in his own profession that he goes down in a crisis.

The day is coming when business will be taught in all our colleges. A beginning has already been made in the west, and it cannot be retarded. The country needs trained men to conduct its finances, its politics and its general business, as it needs them to build its bridges, and the practical training is not sufficient.

## THE INFINITE JOYS OF MOTHERHOOD

By PAOLO MANTEGAZZA, President Italian Anthropological Society

FROM the first dawn of the mother life until the last hour of a woman's life, when, dying, she is consoled in seeing gathered at her bedside her weeping children, maternity reaps the harvest of the infinite joys which merited the intensity of its passion, the grandeur of its sacrifices.

Nature deemed womankind at the van of humanity when it confided to her the difficult functions of motherhood; when it imparted to her a sentiment which, reckless in sacrifices, claims no sacrifice from others; which, prodigal in affection, asks no affection in return; which is brave to the degree of heroism, QUALIFYING NEITHER BEFORE INGRATITUDE NOR INDIFFERENCE.

Of all sentiments mother love is the least egotistic. It is the sentiment which gives the most and receives the least and which measures its joy only by the grandeur of the sacrifice accomplished, not by the generosity of the reciprocation. Artists, poets, philosophers, have been able to find amusement in friendship, to laugh at romantic loves, AT MOTHER LOVE—NEVER! The man who through painful experiences has become hardened to human suffering can still feel his eyes suffused with tears when he thinks of his faraway mother.

Venerable mystery of motherhood—grief and joy sacredly united, bound into a common existence! From their union we see born such perfection, such beauty, that we dare no longer revile pain, for in casting its demoniacal mantle over the statue of joy it increases the aesthetic perfection and lends it ideal outlines. The more a woman suffers through her motherhood the prouder is she to receive her title, the more she rejoices in the sublime role.

I WOULD NEVER END WERE I TO ENUMERATE ALL THE JOYS THAT PERTAIN TO THE EARLIEST JOYS OF MOTHER LIFE. EVERY CARE GIVEN THE CHILD, EVERY CARESS, EVERY ATTENTION, EVERY SOLICITUDE, BRINGS FRESH DELIGHT.

## Lily White Parties May Be Formed In the North as Well as In the South

By Rev. Dr. GEORGE C. LORIMER, Pastor of the Madison Avenue Baptist Church, New York

THE negro question is rapidly nearing a crisis. It is likely to result in the forming of a Lily White party in the north as well as in the south. The proclamation signed by Abraham Lincoln gave freedom to the white man as well as to the black man. That the latter is on the border of a serious complication is due to what is termed the massing of the colored vote. One can get the negro convinced that he has the balance of force at election time he will demand power from the political party to which he is allied. He will also demand great concessions, and the two Lily White parties will result.

THEN WE MAY LOOK FORWARD TO WHAT WE ARE ALL ANXIOUS TO AVOID—RACE ANTAGONISM THROUGHOUT THE LAND WHICH WILL RE-ND THIS COUNTRY AND CAUSE UNTOLD SUFFERING TO THE NEGRO.

## The Growth of Socialism Is Appalling

By Archbishop JOHN JOSEPH KEANE of Dubuque

WHEN I look about me and note on every hand the evidences of the rapid growth of socialism, I am appalled and can scarce credit my own senses, for it is only a few years ago that it seemed to me there could never be room or occasion on this free American soil, where men are equal before the law and where opportunity seems boundless and limitless, for the growth of socialism.

And yet today socialism is growing, and growing rapidly, an evil extreme to be avoided, with anarchy the other extreme. Truth lies in the middle, half way between the state of laissez faire and that of public absolutism, and it is there we should seek the remedy.

## Portsmouth Electric Railway.

Time-Table in Effect Daily, Commencing September 17, 1902.

**Main Line.**  
Leave Market Square for Rye Beach and Little Bear's Head at 7:05 a. m., 8:05 and hourly until 7:05 p. m. For Cable Road only at 7:30 a. m., 8:30 a. m. and 10:05 p. m. For Little Bear's Head only at 8:05 and 9:05 p. m. 1:05, 2:05, 3:05, 4:05 and 5:05 p. m. cars make close connection for North Hampton.  
Returning—Leave Junction with E. H. & A. St. Ry. at 8:05 a. m., 9:05 and hourly until 8:05 p. m. Leave Cable Road at 8:10 a. m., 9:10 a. m. and 10:40 p. m. Leave Little Bear's Head 9:10 p. m. and 10:10 p. m.

**Plains Loop.**  
Up Middle street and up Islington street—Leave Market Square at 6:35 a. m., 7:05, 7:35 and half hourly until 10:05 p. m. and at 10:35 and 11:05.

**Christian Shore Loop.**  
Up Islington street and down Market street—Leave Market Square at 6:35 a. m., 7:05, 7:35 and half hourly until 10:05 p. m. and at 10:35 and 11:05.

\*Omitted Sundays.  
\*Omitted holidays.  
\*Saturdays only.

D. J. FLANDERS,  
Gen'l Pass'r and Ticket Agent.  
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Superintendent.

## PORTSMOUTH KITTERY AND YORK STREET RAILWAY

WINTER TIME TABLE.

In Effect Nov. 5, 1902.  
To Portsmouth—From York Beach 5:45, 6:45, 8:15, 9:45, 11:15, 12:45, 2:15, 3:45, 5:15, 6:45, 8:15, 9:45.  
To York Beach—From Portsmouth first car through to York Beach leaves at 7:00, 8:30, 10:00, 11:30, 1:00, 2:30, 4:00, 5:30, 7:00, 8:30, 10:00.  
Mail and express car, week days—Leaves York Beach for Portsmouth at 7:30 a. m. and 2:30 p. m. Leave Portsmouth for York at 10:55 a. m. and 3:55 p. m.  
\*Cancelled Sunday.  
Notice—The ferry leaves Portsmouth 5 minutes before the even hour and half hour.  
For special and extra cars address: W. G. MELOON, Gen. Man.

## Kittery & Eliot Street Railway Co.

Leaves Greenacre, Eliot—6:10, 6:45, 7:15, 8:10, 9:10, 10:10, 11:10 a. m. 12:10, 1:10, 2:10, 3:10, 4:10, 5:10, 6:10, 7:10, 8:10, 9:10, 10:10, 11:10, 12:10 p. m.  
\*Leaves Ferry Landing, Kittery—6:30, 7:00, 7:30, 8:30, 9:30, 10:30, 11:30 a. m. 12:30, 1:30, 2:30, 3:30, 4:30, 5:30, 6:30, 7:30, 8:30, 9:30, 10:30 p. m.  
Sunday—First trip from Greenacre 6:10 a. m.  
\*Ferry leaves Portsmouth five minutes earlier.  
\*Leaves Staples' Store, Eliot 6:30 to Kittery and Kittery Point only.  
Runs to Staples' store only.  
Fares—Portsmouth to South Eliot 10 cents, house No. 7, 5 cents, South Eliot school house No. 7 to Greenacre, 5 cents.  
Tickets for sale at F. F. Staples & Co's, Eliot and T. E. Wilson's Kittery.

## U. S. Navy Yard Ferry

TIME TABLE

October 1 until April 1.

Leaves Navy Yard—8:20, 8:40, 9:15, 10:10, 10:30, 11:45 a. m. 1:35, 2:00, 3:00, 4:05, 5:00, 6:00, 7:00, 8:00 p. m. Sundays, 10:00, 10:15 a. m. 12:15, 12:35 p. m. Holidays 9:30, 10:30, 11:30 a. m.  
Leaves Portsmouth—8:30, 8:50, 9:30, 10:15, 11:00 a. m.; 12:15, 1:45, 2:15, 3:30, 4:30, 5:30, 6:00, 7:00, 8:00 p. m. Sundays 10:07 a. m.; 12:08, 12:25, 12:45 p. m. Holidays, 10:00, 11:00 a. m.; 12:00 p. m.  
\*Wednesdays and Saturdays.  
GEORGE F. F. WILDE,  
Captain, U. S. N., Captain of the Yard.  
Approved: J. J. READ,  
Rear Admiral, U. S. N., Commandant.

## Gray & Prime.

OTTO COKE  
The Ideal Winter Fuel.

111 Market St.  
TELEPHONE 8

## BOSTON & MAINE R.

EASTERN DIVISION.

Winter Arrangement.  
(In effect October 12, 1902.)

Trains Leave Portsmouth

For Boston—3:47, 7:30, 8:15, 10:55 a. m., 2:21, 5:00, 7:28 p. m. Sunday, 3:47, 8:00 a. m., 2:21, 5:00 p. m.  
For Portland—9:55, 10:45 a. m., 2:45, 3:22, 8:45, 9:15 p. m. Sunday, 9:20, 10:45 a. m., 8:45, 9:15 p. m.  
For Wells Beach—9:55 a. m., 2:45, 3:22 p. m. Sunday, 8:30 a. m.  
For Old Orchard and Portland—9:55 a. m., 2:45, 3:22 p. m. Sunday, 8:30 a. m.

For North Conway—9:55 a. m., 2:45 p. m.  
For Somersworth—4:50, 9:45, 9:55 a. m., 2:40, 2:45, 5:22, 5:30 p. m.  
For Rochester—9:45, 9:55 a. m., 2:40, 2:45, 5:22, 5:30 p. m.  
For Dover—4:50, 9:45 a. m., 12:10, 2:40, 5:22, 8:47 p. m. Sunday, 8:30, 10:45 a. m., 8:47 p. m.  
For North Hampton and Hampton—7:20, 8:15, 10:55 a. m., 5:00 p. m. Sunday, 8:00 a. m., 5:00 p. m.  
For Greenland—7:20, 8:15, 10:55 a. m., 5:00 p. m. Sunday 8:00 a. m., 5:00 p. m.

Trains for Portsmouth

Leave Boston—7:30, 1:00, 10:10 a. m., 12:30, 3:30, 4:45, 7:00, 7:40 p. m. Sunday, 8:20, 9:00 a. m., 6:30, 7:00, 7:40 p. m.  
Leave Portland—1:50, 9:00 a. m., 12:45, 6:00 p. m. Sunday, 50 a. m., 12:45, 5:00 p. m.  
Leave North Conway—7:35 a. m., 4:15 p. m.  
Leave Rochester—7:19, 9:41, a. m., 3:50, 6:25 p. m. Sunday, 7:00 a. m.

Leave Gorham—North—8:35, 7:32, 10:00 a. m., 4:05, 6:39 p. m.  
Leave Dover—6:50, 10:24 a. m., 1:40, 4:30, 6:30, 9:20 p. m. Sunday, 7:30 a. m., 9:20 p. m.  
Leave Hampton—9:22, 11:50 a. m., 2:13, 4:59, 5:16 p. m. Sunday, 10:06 a. m., 7:59 p. m.  
Leave North Hampton—9:28, 11:55 a. m., 2:19, 5:05, 6:21 p. m. Sunday 10:12 a. m., 8:05 p. m.  
Leave Greenland—9:35 a. m., 12:01, 2:25, 5:11, 6:27 p. m. Sunday, 10:18 a. m., 8:10 p. m.

\*Via Dover & West Div.

SOUTHERN DIVISION.

Portsmouth Branch.

Trains leave the following stations for Manchester, Concord and intermediate stations.  
Portsmouth—8:30 a. m., 12:40, 5:1 p. m.  
Greenland Village—8:30 a. m., 12:40, 5:1 p. m.  
Rockingham Junction—9:07 a. m., 1:02, 5:08 p. m.  
pping—9:22 a. m., 1:16, 6:14 p. m.  
Raymond—9:42 a. m., 1:27, 6:25 p. m.  
Returning leave.  
Concord—7:45, 10:25, a. m., 3:30 p. m.  
Manchester—8:32, 11:10 a. m., 4:30 p. m.  
Raymond—9:10, 11:48 a. m., 5:00 p. m.  
pping—9:22 a. m., 12:00 p. m., 5:18 p. m.  
Rockingham Junction—9:47, a. m., 12:05, 5:55 p. m.  
Greenland Village—10:01 a. m., 12:28, 6:08 p. m.

Trains connect at Rockingham Junction for Exeter, Haverhill, Lawrence and Boston. Trains connect Manchester and Concord for Plymouth, Woodsville, Lancaster, St. Aubury, Newport, Vt., Montreal and the west.  
Information given through tickets and baggage checked to all points en route.

D. J. FLANDERS, C. P. & T. A.

TIME TABLE.

Portsmouth & Exeter Electric Railway.

Cars Leave Portsmouth for Greenland Village, Stratham and Exeter at 7:05, 8:05 a. m., and every hour thereafter until 10:05 p. m. After that time one car will leave Portsmouth at 10:35, running to Greenland Village and Stratham only.

Cars Leave Exeter for Stratham, Greenland Village and Portsmouth at 7:05, 7:05, 8:05 a. m. and every hour until 10:05 p. m. After that a car will leave Exeter at 10:45 and run to Greenland Village only.

Theatre Cars.

(Note) The last car from Portsmouth to Greenland Village, Stratham and Exeter waits at Portsmouth until the conclusion of performances at the opera house.  
\* Omitted Sunday.

H. SUSSMAN  
Portsmouth Dye House  
30 Penhallow St.

Ladies' and Gentlemen's Garments cleaned and pressed in a satisfactory manner without shrinking by a steam process.  
\*Suits cleaned a speciality.



## For Portsmouth and Portsmouth's Interests

You want local news? Read the Herald. Here local news is all other local news combined. Try it.

FRIDAY, APRIL 3, 1908.

Our old friend Rudyard Kipling isn't quite so much the whole thing in the world of literature as he was a few years ago. His writings are still widely read, of course, but Kipling worship is a thing of the past. He probably, as yet, has little difficulty in selling inferior stories and poems at good prices, but publishers do not fall over themselves in the effort to secure his work as they once did. It is even rumored that one or two Kipling contributions have lately been returned with thanks. To deny that Kipling possesses great talent, or that he has done fine work would be absurd. To argue that everything that he has given to the public is even passably good would be more so. Few prettier stories than "The Light That Failed" and "The Brushwood Boy" and few more virile than some of his shorter tales of India have been published in recent years. On the other hand, few more childishly simple than "Stalky and Company" or more uninteresting than "Kim" have ever seen the light of print. The other products of his pen are of all grades. Some are good, others mediocre, and still others undeniably bad. Not even his most ardent admirers are likely to claim that he is a great poet, although his poems have commanded, and still command, big prices. Much of his verse is, undeniably, very clever, but much of it is halting, has little rhyme and less reason. It was too plainly written simply to sell Kipling has said some harsh things about America, but Americans, as a whole, do not regard him seriously enough to cherish any resentment on that account. What he writes that is interesting they will read and they realize that he has great natural ability, but they also know that he has written too much and that he has sacrificed art for money. If Kipling wishes to do any really great work, he must take a year or two off.

### PENCIL-POINTS.

"Terrible Terry" seems to have no terrors for "Young Corbett."

New York might do a great deal worse than re-elect Gov. Odell for a third term.

Russia has 140 legal holidays, and still lots of Russians insist on emigrating to America.

Admiral Dewey's unpopularity in Germany probably doesn't worry the hero of Manila overmuch.

It's funny how we always hear about the forecasting of an event after the thing has happened.

Sir Thomas Lipton has lots of courage, but the quality of his judgment is yet to be fully demonstrated.

Shamrock III easily defeated Shamrock I. What of it? We have got three or four yachts that could turn that trick.

The latest fad in "society" is the idolization of children. What sorrow this must bring to the poor pugs and poodles and other canines.

Beaten men in athletic contests would win far more sympathy from the public if they were not so ready to make excuses for defeat.

A presidential candidate narrow-

ly escaped lynching in Peru the other day. He will undoubtedly be content to remain a plain citizen in future.

The report that blood was actually shed in a duel in France indicates a growing spirit of recklessness that is likely to make duelling less fashionable.

"Roosevelt's surrender to the grunts" is apparent to no one except a few democrats, but the democratic surrender is too plain to be disguised.

J. P. Morgan doesn't fear a business depression. He probably thinks that he has enough laid away to carry him through a rainy day, if it doesn't rain too hard.

President Elliot says that we want more. Of course Mr. Elliot's remark had no reference to a class of liquids sometimes known by the generic term, O-be-joyful.

The pessimistic views expressed by most of the reform journals and speakers almost lead us to believe that the reformers have been turned down by someone whom they tried to "touch."

A recent writer tells us that "Elijah" Dowie is a much maligned man. Perhaps he is, but the Chicago prophet has maligned about everybody else and he can hardly expect to go scot free himself.

### THOUGHT THEY WERE CANDY.

A druggist set a small keg of moth balls on the sidewalk by his store entrance to attract trade. A well-dressed citizen, whose name he refuses to give, came along and saw the white, sugary-looking balls and evidently thought they were peppermint drops. At any rate, he looked around furtively, thought that nobody saw him, and reaching down to the keg took a handful of the balls, and put them in his mouth. They didn't prove to be good eating, or at least, the hurry with which he spit them out would indicate so. The druggist was laughing so heartily that he didn't say a word to the man about paying for the "candy."

### ORIGIN OF BASEBALL.

The devil was the first coacher; he coached Eve when she stole first, and stole second.  
When Isaac met Rebecca at the well she was walking with a plover. Samson struck out a good many times when he beat the Philistines. Cain made a base hit when he killed Abel.  
Abraham made a sacrifice. The prodigal son made a home run.  
David was a long-distance thrower, and Moses shut out the Egyptians at the Red Sea—Worcester Gazette.

### POLICE COURT.

Thomas Dwyer, for being drunk and disorderly, was fined ten dollars and costs and his wife, who also appeared in court, was permitted to depart.  
A youth named Harry Stilson was fined five dollars, with costs added, for creating a disturbance in Music hall and was placed on probation.

### RECEIVED TROUT FRY.

Frank A. Christie received 10,000 brook trout fry from the fish commissioners this morning, which he will have distributed in the brooks in this section.—Foster's Democrat.

### AFTER EQUINOX

The season has changed, Cold winds, damp air, coughs, colds, grippe, pneumonia—that's the order of events.

This is the time of year for those with weak lungs or a tendency to heavy colds to fortify themselves against exposure by taking Scott's Emulsion.

Regular doses give great protection to the throat and lungs. What's the use of staying near the edge when such easy treatment will keep you out of danger.

For obstinate colds, for old coughs, for catarrh and bronchitis Scott's Emulsion is a standard remedy. You can feel the effects of even a small bottle.

We'll send you a little to try, if you like. SCOTT & BOWNE, 409 Pearl Street, New York.

## HAPPENINGS IN EXETER.

### Dredging Fleet Makes Its Appearance In Exeter River.

### Spring Practice Of Phillips Academy Athletics Begins In Exeter.

### Budget Of Other Timely Topics From Our Special Correspondent.

Exeter, April 2.  
Capt. Turner came up the Squamscott this morning with the Undine, a tug of the Bay State Dredging company of Boston, and anchored at Clark's wharf. In the fleet were also seven scows and a dredger. The latter was left at the Ox Bow and the scows were only brought as far as Newfields.

The government was appropriated \$1,000 for work on the Squamscott, and it will be expended in making a turn basin opposite Anderson's coal wharves and in dredging the river at Newfields. Schooners can only turn around at high tide here and a basin will be made large enough to permit the vessels to turn around at half tide. It will not be decided until tomorrow when the government inspector will arrive or whether the work will be done at Newfields or Exeter first. The president and the superintendent of the company, who were here today, expressed their opinion that the river would be dredged at Newfields first. The work at Exeter should not take more than a fortnight. After the work is done here, the fleet will go to Newmarket, where the Lamprey river will be dredged. Capt. Turner made a host of friends in Exeter when the river was last dredged, and they will be glad to have him here for a while again.

Last evening these officers of the United States Army, Sons of Veterans, were installed by State Adjutant Willis S. Brown of Troy:

Captain—Samuel S. Smith;  
First Lieutenant—Keith Sanborn;  
Second Lieutenant, Guy Kennis-son;  
Quartermaster—Charles F. Neal;  
Chaplain—John T. Kane;  
Camp Guard—Charles Dolloff;  
Inside Guard—Frank Fuller,  
Picket—William White;  
Color Sergeant—Daniel H. Webster.

Corporal of Guard—James I. Watson;  
Camp Council—George K. Sanborn, Charles L. Stackpole and Frank H. Hall.

Last evening the members of Hose company, No. 1 observed ladies' night at their house on Main street. Every member of the company who did not attend was forced to forfeit a dollar and every member that did not bring a lady was fined a similar amount. A very appetizing supper was served and this was followed by an entertainment. At the close the company gave an exhibition of its new quick hitch harness. Invited guests included the fire engineers and their wives.

About eleven o'clock last evening, a party of Exeter young men left town and went out into the country on a serenading tour. The destination was a farmhouse in Hampton Falls occupied by Mr. and Mrs. Forest Brown, who were recently married. Mrs. Brown was formerly Miss Grace Janvyn of Exeter. The party was well provided with tin horns, cow bells and in fact anything that could make a noise, besides a large stock of cabbages. It took considerable time before they could make enough noise to be recognized by the young couple, but when they were the house was thrown open to them and after a little speechmaking, Mr. and Mrs. Brown were presented with a useful present. The party then set out for home, arriving here at three o'clock. It was made up as follows: John N. Green, Everett T. Sanborn, Charles Watson, John H. Gilmore, William O. B. Little, Allen R. Kincaid, Fred H. Moore, James Dowhirst and Solon Grenmeis.

The candidates for the Phillips-Exeter baseball team had their first real practice of the season this afternoon. About fifty men were out, no many in fact as to be really unmanageable. The squad will have to be cut down within a few days, as there is a game next Wednesday and a thorough trying out of every man will be impossible. Only the most likely candidates can be given a

## JUDGE GLANGY

### Of Hornellsville, N.Y., Hands Down an Important Decision

Judge James H. Clancy of Hornellsville, N. Y., and one of the most prominent members of the bar in that historic town, decided recently that as against Blood and Liver trouble, Dr. David Kennedy's Favorite Remedy was worthy of the highest praise. He says:

"I have used Dr. David Kennedy's Favorite Remedy and strongly recommend it for its good effect in my case for liver trouble and blood disorder. It built me right up and I improved greatly in health."

Geo. H. Tift of 978 River street, Troy, N. Y., suffered from liver trouble and his blood was all out of order and after using "Favorite Remedy," he has this to say:

"For any one suffering from that run down or tired out feeling, caused by blood or liver trouble, Dr. David Kennedy's Favorite Remedy is the best medicine you can buy. I have used it and I know."

The one sure cure for diseases of the kidneys, liver, bladder and blood, rheumatism, dyspepsia and chronic constipation, is Dr. David Kennedy's Favorite Remedy.

It matters not how sick you are, how long you have suffered, or how many physicians have failed to help you, Dr. David Kennedy's Favorite Remedy will cure you if a cure is possible.

It is for sale by all druggists in the New 50 Cent Size and the regular \$1.00 size bottles—less than a cent a dose. Sample bottle—enough for trial, free by mail. Dr. David Kennedy Corporation, Rondout, N. Y.

Dr. David Kennedy's Golden Plasters relieve all kinds of rheumatism, remove pain anywhere. No cash.

show. The team will surely be as strong as that of last spring. The men now give promise of being heavy hitters. The first part of the afternoon was taken up in batting practice and every man had several chances in this department of the game. The rest of the time was devoted to fielding. The first practice game between the first and second teams will be played Saturday.

Coach Connors also had a large number of track men out today for the first spring practice. This work was very light. The track is in a bad condition, being heavy on account of the recent rains. Butterfield, the half miler, has decided to run.

The Commercial club gave its first social assembly in Unity hall this evening. It was a complete success and the floor was crowded with a throng of happy dancers. Music was furnished by Nason's orchestra. The floor manager was Warner Hayes and he was assisted by Frank W. Taylor and Adrian S. Coburn. The committee on arrangements consisted of Adrian S. Coburn, Warner Hayes and Charles Thorp.

The First Parish club of the First Congregational church held its regular monthly meeting this afternoon in the church parlors. The subject of the meeting was "Suggestions For Housekeepers," and a paper on the topic was read by Mrs. Wilber L. Anderson. The refreshment committee consisted of Mrs. Edward H. Wentworth, Mrs. Albert N. Dow, Mrs. G. G. L. Remick, Mrs. George H. Walton, Mrs. George H. Beaton, Mrs. Frank J. French, Mrs. Edward E. Rowell and Miss Ellen Wentworth.

At last evening's meeting of Orient Chapter, Order of the Eastern Star, five candidates were initiated. A memorial service to the late worthy patron, William H. Fellows, was held. Remarks were made by P. W. P. Joseph E. Knight, P. W. P. Leonard D. Hunt, P. W. P. William F. Rundlett and William Wallace. Two solos were sung by Clarence M. Collins.

At this evening's meeting of Sagamore lodge, I. O. O. F., the Newfields and Epping lodges were present, there being about seventy-five in the hall. For the benefit of the visitors the local lodge exemplified the second degree on two candidates. A supper was served and it was late when the meeting broke up. John Sommes was in full charge of the affair.

E. P. Robinson has returned from a trip to New York city.

At this evening's meeting of Wehannowit tribe of Red Men, the chief's degree was exemplified on two candidates.

The Clerks' baseball team will open its schedule on April 18 with an academy class team.

The Real Widow Brown will be the next attraction at the opera house.

F. W. Ordway was a visitor in Boston today.

A. M. Trefethen and O. H. Fleming passed the day in Manchester.

For Over Sixty Years.

Mrs. WILSON'S RHEUMATISM SYRUP has been used for children's rheumatism. It soothes the child without the pain. Always all pain, cure wind colic and is the best remedy for Diarrhoea. Twenty-five cents a bottle.

## NEWINGTON.

Newington, April 3.  
Miss Mabel deRochemont is passing the vacation week at Dover Point as the guest of her cousin, Miss Marion Pinkham.

Mrs. E. G. deRochemont returned from a visit at South Berwick on Wednesday night.

Mrs. M. S. Dudley is passing the week at Standish, Me., as the guest of her mother.

The lecture under the direction of the Shakespeare club held at Mrs. Dame's on Wednesday afternoon was well attended and much enjoyed by those present.

Master George Neill was a visitor at Dover Point on Monday.

Mrs. Emma Staples and children of Eliot are visiting at W. C. Pickering's.

Daniel Hutchinson returned to his home on Tuesday after a few days' visit with his mother, Mrs. Coombs, who still remains quite ill at her home here.

The Reapers' Sewing circle met on Wednesday afternoon with Mrs. I. A. Neill.

A meeting of the Christian Endeavor society will be held on Thursday afternoon with Mrs. Laws.

Orders are being taken for the mail boxes to be used after May 1 for the rural free delivery service.

Alec Archibald has lately purchased a milk route.

Much needed repairs are being made the town roads under the direction of the highway agents.

Mrs. Harriet Hoyt is the guest of her brother, George Murray, at Portsmouth.

## SOUTH ELIOT.

South Eliot, Me., April 3.  
Mrs. John Hanscom and sister, Miss Abbie Huntress, were in Dover last week.

John Hanscom has returned from Bar Harbor.

The body of Roscoe Tetherly was brought here for burial Wednesday.

Interment was in the family burial place at his former home here.

Albert Halst and Sempel Nelson are having their buildings painted.

Frank Spinney of Portsmouth was in town Tuesday on business.

Work on the Brooks house at Bolt hill has been commenced. An extensive addition is to be built on and when completed it will be occupied by James Brooks and family of North Kittery.

George Fernald of Worcester, Mass., who has a summer home here, was in town recently.

The dramatic club will present the drama "Way Down East" at the town hall Friday evening.

Frank Knight has purchased the Enoch Lewis place and taken possession.

Miss Inez J. Remick went to Greenland Wednesday, where she will be the guest of Miss Ellen Brackett.

## YORK.

York, Me., April 3.  
Mrs. Lyons of Brockton, Mass., is the guest of Rev. S. K. Perkins.

Mr. and Mrs. Walter Smith of Stamford, Conn., were in town a few hours Tuesday on their way to Good Will farm at East Fairfield.

Mr. Smith is vice president of the institution.

J. W. Bragdon has returned from an extended trip to Colorado Springs, Denver and St. Louis. Mr. Bragdon goes to Malden, Mass., soon.

## HENRY PEYSER & SON

announce the opening of Spring Top Coats and Rain Coats. A most complete assortment of the season's newest fabrics and a wide range of prices, affording a complete choice in color and quality.

## HENRY PEYSER & SON.

ATLAS  
51  
SHADES.

READY MIXED  
**PAIN**  
52  
SHADES.

DEVOS

IF YOU HAVE ANY PAINTING TO DO WE HAVE THE PAINT THAT WILL SUIT YOU.

## Rider & Cotton

65 MARKET STREET.

to take charge of his livery stable there.

Dr. A. G. McCollum has moved his dental office from the York County National bank building to that of the Golden Cross.

Mrs. Mary Ann Marshall returned to Bath Thursday after passing a number of weeks with friends and relatives in this locality.

Miss Christa Donnell of Colby university is passing ten days with her parents, Capt. and Mrs. Leander Donnell.

Mr. and Mrs. J. W. Simpson and Miss Maude Simpson have returned from Wellington.

Collier Morris & Cliff, Capt. Pearson, arrived at Marshall's wharf Sunday with a cargo of coal from New York for George E. Marshall.

## GEN. MILES COMING TO YORK.

Mrs. Nelson A. Miles, wife of the general in chief of the United States army, has made application to Joseph C. Bridges for a cottage at York the coming summer. General Miles and family have been at the Harbor several seasons, but have never occupied a cottage there before.

The stock market was weak and generally depressed on Thursday. It had no rallying power.

## Sleeplessness

Is akin to insanity. Many a woman recalls this as she lies awake hour by hour, peeping through the darkness with phantoms, starting at the creaking of the bed or the rustle of the bedclothes.

Such symptoms in general point to disease of the delicate womanly organs, and a constant drain of the vital and nervous forces. This condition cannot be overcome by sleeping powders. The diseased condition must be cured before the consequences of disease are removed.

Dr. Pierce's Favorite Prescription cures the womanly diseases which cause nervousness and sleeplessness. It is the best of tonics and invigorants, nourishing the nerves, encouraging the appetite and inducing refreshing sleep.

**\$500 Reward for Women Who Cannot be Cured.**

Proprietors and makers of Dr. Pierce's Favorite Prescription now feel fully warranted in offering to pay \$500 in legal money of the United States for any case of Leucorrhea, Female Weakness, Protrusion, or Falling of Womb, which they cannot cure. All they ask is a fair and reasonable trial of their means of cure.

"My wife was sick for over eight years," writes Albert H. Fultz, Esq. of Altamont, Grundy Co., Tenn. "She had uterine disease and was treated by two physicians and got no relief. At last I read about Dr. Pierce's medicine and we decided to try his 'Favorite Prescription.' I sent to the drug store and got one bottle and the first dose gave ease and sleep. She had not slept any for three nights. Being sure it would cure her, I sent for five more bottles and when she had taken the sixth bottle she was sound and well."

Dr. Pierce's Pleasant Pellets should be used with "Favorite Prescription" whenever a laxative is required.

**YOU can buy your Sunday's dinner as cheap as W. H. Smith's as any place in the city. We make special prices on every Saturday.**

AT CASH.

## BRIPANS

The simplest remedy for indigestion, constipation, biliousness and the many ailments arising from a disordered stomach, liver or bowels. BRIPANS Tablets. They have acted like wonders, and their timely aid removes the necessity of calling a physician for many little ailments. Beating them all. They go straight to the seat of the trouble, relieve the distress, cleanse and cure the affected parts, and give the system a general tonic up. The Five Cent package is enough for an ordinary occasion. Ten family bottle 50 cents. Contains a sample of "Pain Expeller." All druggists sell.

YOU can buy your Sunday's dinner as cheap as W. H. Smith's as any place in the city. We make special prices on every Saturday.

AT CASH.

## LABOR UNION DIRECTORY

### CENTRAL LABOR UNION.

Pres., James McCarthy;  
Rec. Sec., Timothy Conners;  
Fin. Sec., F. H. Thompson.  
Composed of delegates from all the local unions.  
Meets at A. O. H. hall, first and last Thursday of each month.

### FEDERAL UNION.

Pres., Gordon Preble;  
Sec., E. W. Clark.  
Meets in A. O. H. hall second and fourth Fridays of each month.

### TYPOGRAPHICAL UNION, NO. 422.

Pres., William B. Randall;  
Vice Pres., Harrison O. Hottel;  
Rec. Sec., Miss Z. Gertrude Young;  
Sec. Treas., Arthur G. Brewster;  
Sergeant at Arms, B. Shaw.  
Meets in Peirce hall, second Saturday of each month.

### PAINTERS.

Pres., William T. Lyons;  
Rec. Sec., Charles H. Colson.  
Meets first and third Fridays of each month, in G. A. R. hall.

### COOPER'S UNION.

Pres., Stanton Truman;  
Sec., John Molloy.  
Meets second Tuesday of each month in G. A. R. hall, Daniel street.

### MIXERS AND SERVERS, NO. 302.

Pres., John Harrington;  
Sec., William Dunn.  
Meets in Hibernian hall, first and third Sundays of each month.

### HOD-CARRIERS.

Pres., Frank Bray;  
Sec., Brainerd Harvey.  
Meets 33 Market street, first Monday of the month.

### GROCERY CLERKS.

Pres., William Harrison;  
Sec., Walter Staples.  
Meets first and third Thursdays of the month in Longshoremen's hall, Market street.

### TEAMSTERS UNION.

Pres., John Gorman;  
Sec., James D. Brooks.  
Meets first and third Thursdays in each month in Longshoremen's hall, Market street.

### BARBERS.

Pres., John Long;  
Sec., Frank Ham.  
Meets in Longshoremen's hall, first Friday of each month.

### GRANITE CUTTERS.

Pres., John T. Mallon;  
Sec., James McNaughton.  
Meets third Friday of each month at A. O. H. hall.

### CARPENTERS UNION.

Pres., Frank Dennett;  
Rec. Sec., John Parsons.  
Meets in G. A. R. hall, second and fourth Thursdays of each month.

### LONGSHOREMEN.

Pres., Jere Couzig;  
Sec., Michael Leyden.  
Meets first and third Wednesdays of each month in Longshoremen's hall, Market street.

### BOTTLEERS.

Pres., Dennis E. Drislane;  
Sec., Eugene Sullivan.  
Meets second and fourth Thursdays of each month at Peirce hall, High street.

### BREWERY WORKERS.

Pres., Albert Adams;  
Rec. Sec., Richard P. Fullam;  
Fin. Sec., John Connell.  
Meets second and fourth Thursdays of the month, at 28 Market street.

### BRICKLAYERS AND MASONS.

Pres., Charles E. Whitehouse;  
Sec., James H. Chickering.  
Meets first and third Saturdays of each month in Red Men's hall.

### BOOT AND SHOE WORKERS UNION NO. 14.

Pres., James H. Cogan;  
Fin. Sec., W. S. Wright;  
Treas., Edward Amason.  
Meet in U. V. U. hall every second Thursday of the month.

### LAUNDRY WORKERS' UNION.

Pres., Fred C. Horner;  
Sec., Charles W. Neal.  
Meets the first Friday of the month at Good Templars' hall.

### PLUMBERS AND STEAMFITTERS UNION.

Pres., F. H. Thompson;  
Rec. Sec., James A. McCarthy;  
Fin. Sec., George D. Richardson.

### CEMETERY LOTS CARED FOR AND TURNING DONE.

WITH increased facilities the undersigned is again prepared to take charge and have in order much lots in any of the cemeteries of the city as may be intrusted to his care. He will also give careful attention to the turning and grading of these, also to the cleaning of monuments and headstones and the removal of bodies. In addition to work at the cemeteries he will do turning and grading in the city at short notice.  
Cemetery lots for sale, also Loans and Trust. Orders left at his residence, corner of High, State and South streets, or by mail, or left with Oliver W. Hamme, corner to E. S. Pincham at Market street.  
M. J. GRIFFIN



## FINAL FAREWELL

Legislators Bid Good-By To  
The State House.

General Court's Last Session  
Marked By Presentation

Senate Refuses To Pass Free Bridge  
Bill Over Governor's Veto.

Concord, April 2.—This was farewell day in the legislature, very little business of great moment being disposed of. Manchester was featured in the day's doings, however, the senate disposing of the Fillion municipal lighting bill by an adverse vote of nineteen to two, adopting the "inexpedient to legislate" resolution sent in from the committee.

Most of the morning hour in the house was occupied by the usual prolegations and speeches. Speaker Cheney got a beautiful diamond ring; Clerk Cooper got a ring and Assistant Clerk Harrie M. Young a scarf pin. The doorkeepers and pages were also remembered, and there was a fitting gift to Frederick E. Small of Rochester, leader of the house democrats.

Early in the morning the house received a message from the senate telling among other things of the senate's adverse action on the \$35,000 appropriation for New Hampshire representation at the St. Louis exposition.

The senate killed the free bridge bill last night by a vote of 17 to 5, not to concur with the house in the passage of the bill over the governor's veto.

### MISSIONARY SOCIETY MEETS.

Pleasant and Instructive Session in  
the Baptist Church Chapel.

The Missionary society of the Middle street Baptist church held its regular monthly meeting in the chapel on Thursday afternoon and evening and with the customary good attendance.

Invitations were issued to new comers to the parish, and there was generous response thereto. The Christmas decorations, which still adorn the chapel, gave additional charm to the occasion. The afternoon was devoted to sewing.

Fifty-three plates were laid for supper the tables being attractively set in the kindergarten room, and the following was the menu:

Escalloped oysters.  
Cold meats—tongue and corned beef.  
Baked beans, white and colored.  
Pickles.  
Parker House rolls, Brown bread  
Tarts and cake.  
Jellies with whipped cream  
Tea. Coffee.

The committee on the supper consisted of Mrs. Carrie E. Wingate, Mrs. John W. Shannon, Mrs. Charles A. Wendell, Mrs. Emmons Garland and Mrs. David Urich, and the ladies assisted to their duties.

After ample discussion of the feast the return was made to the audience room to listen to a choice orator on home missions, Mrs. F. S. Towle, as vice president, presiding. The following was the order:

Prayer, The pastor  
Singing.  
Scripture reading, Mrs. F. S. Towle  
Remarks, Mrs. G. W. Peckham  
Singing.  
Remarks, Mrs. C. L. Bickford  
Benediction.

Mrs. Peckham of Boston is acting corresponding secretary at the present time at the missionary headquarters in Boston and Mrs. Bickford of Exeter is one of the directresses of the home mission society of the Portsmouth association.

The gathering was full of sociabilities and profits and happily inaugurated the first meeting in the chapel of the Missionary society, since the attractive structure closed for so many weeks.

### ORIGIN OF APRIL

April is commonly believed to have derived its name in allusion to the buds then beginning to open, but the old Anglo-Saxons called it Easter-Monath, in honor some think of the goddess Easter. The Romans dedicated April to Venus. The old custom of sending people on useless errands on the first day of the month is thought to have originated in the acts of sending Christ backward and forward to secure his condemnation.

## DOES THE WORK

but doesn't work the  
worker. Wash in the  
Sunlight way and you  
will understand. It is  
different than all other  
soaps. A trial will convince you. If not,  
money refunded. No  
boiling, no toiling with

# Sunlight

Big Cake—Big Value—Only Five Cents.

### JOINT SALE AND ENTERTAINMENT.

Societies of the Universalist Church  
Score a Decided Success.

The Universalist vestry contained a large gathering on Thursday evening brought together by the announcement of the Easter sale and entertainment given under the joint auspices of the Ladies' Social circle and the Young People's Christian Union.

The festival attractions were many, varied and admirable and delighted the throng, as is generally the outcome of the work of this parish. The decorations of the vestry and the tables were in combination colors of lavender and white crepe paper. The doors of the ladies' parlor were hung with green tapestry, the gift of the parish, while lace curtains draped the windows therein.

The table devoted to Easter novelties was in charge of Mrs. Henry Wendell, Mrs. Lyman T. Pray, Mrs. Andrew P. Wendell, Mrs. Annie Brown from the Ladies' circle and Miss Margaret L. Garrett, Miss Emma Smart, Miss Margaret Fletcher of the Young People's Christian Union.

Candy table—Mrs. Mary S. Cole, Mrs. Richard I. Walden, Mrs. Allen A. Rank of the Ladies' circle; Miss Alice J. Hanscom, Miss Alice M. Craig, Miss Marion Grant of the Y. P. C. U. This table had bouquets of carnations, while clusters of violets caught up the crepe paper adornings. Silver candelabra added to its attractiveness.

Stocks—Mrs. Freeman R. Garrett, Mrs. George E. Leighton, Mrs. George E. French of the Ladies' circle; Mrs. Albert H. Entwistle, Miss Antoinette C. Sides, Miss Mabel L. Shedd, of the Y. P. C. U.  
Aprons—Mrs. Adelaide P. Conner, Mrs. John H. Walton from the Ladies' circle; Miss Bertha Plaisted, Miss Florence Hanscom of the Y. P. C. U.

"Cake—Miss M. Ellen Gammon, Mrs. George Humphries, Mrs. Annie M. Plaisted of the Ladies' circle; Mrs. Charles E. Lewis of the Y. P. C. U. This table was lighted by silver candelabra.

Ante-concert—Mrs. Harry Freeman of the Ladies' circle and Miss Frances P. Wendell of the Y. P. C. U.

Ice cream—Mr. and Mrs. Wallace Junkins of the circle; Miss Grace Manent, Miss Nellie M. Walden, Arthur I. Harriman of the Y. P. C. U. During the evening the ensuing program was presented:

Vocal solo, Miss Grace A. Sides  
Miss Florence H. Dimick, accompanist.  
Violin solo, George D. Whittier  
Miss Whittier, accompanist.  
Reading, Mrs. George S. Baker  
Vocal solo, Freeman S. Caswell  
Miss Dimick, accompanist.  
Piano solo, Hope Walden

While all the above presentations were choice the reading by Mrs. Baker was par excellence and captivated the audience. Her encore was fully deserved.

The committee in charge of the general arrangements were: Mrs. Freeman R. Garrett in behalf of the Ladies' circle, and Mrs. Adbert H. Entwistle for the Young People's Christian Union. Mrs. George E. Leighton was the head of the printing committee.

The Ladies' Social circle and the Young People's Christian Union catered in an unusually liberal and happy manner for the attendants, and the result was not only general satisfaction but liberal returns.

### PASSION FOR PALM SUNDAY.

Will Be Sung at the Church of the  
Immaculate Conception.

At the church of the Immaculate Conception, at the forenoon service next Sunday, the Passion for Palm Sunday will be sung by the three priests, and five of the choir, who will stand in front of the sanctuary. It is a very beautiful service, and takes about an hour and a half in rendering. It relates to the judgment of Jesus, as recorded in the gospel according to St. Matthew.

### KITTERY.

Kittery, Me., April 3.

Patrick Blute has moved his family from this village to Roxbury, Mass., where they expect to reside for the present. Mr. Blute having secured employment there.  
Delicious Red Raspberries in glass jars at Prince's Market.  
Mr. and Mrs. Frank Remick of Methuen, Mass., passed Wednesday with friends here.

Dandelions and Lettuce at Prince's Market.

Dirigo encampment meets this evening.

Corn Beef from 5c to 10c per lb. at Prince's Market.

Mrs. R. F. Stewart of Saco has joined her husband here. Mr. Stewart is employed at this yard.  
Neufchatel Cheese, Sapp Cheese, Sardines of all kinds and Olives at Prince's Market.

The regular meeting of E. G. Parker post, G. A. R., was well attended last evening, when arrangements for Decoration day were talked over.

A first class Rib Roast, either sirloin or ribbed, at Prince's Market.

Miss Martha Abrams, who has been passing the winter in Boston, is at home for a few days.

Pickled Lamb's Tongues by lb or half lb at Prince's Market.

Native dressed Poultry at Prince's Market.

### CHECKLIST NOTICE.

The Board of Registrars of Voters for the City of Portsmouth hereby gives notice that they will be in session at the Common Council chamber at City Hall in said city, on the following dates, viz: April 3, 7, 10, 13, 16, 21, 24, 28, and May 1 and 5, at the following hours, from 9 a. m. to 12 m.; from 2 to 5 and 7.30 to 9 p. m., for the purpose of making up and correcting the Checklists of the several wards in said city, to be used at the special election to be held May 12, 1903.

The said board will also be in session at the same place on election day, May 12, 1903 from 8 a. m., to 12 m., and from 1 to 4 p. m., for the purpose of granting certificates to those legal voters whose names are omitted from the lists.

Voters must bear in mind that it is their personal duty to see that their names are on the lists by presenting themselves at some meeting of this board.

HERBERT B. DOW,

Chairman.

ALBERT H. ENTWISTLE, Clerk.

### FUNERAL NOTICE.

The funeral of Thomas Leary will be held from the Church of the Immaculate Conception Saturday morning at 9.30 o'clock.

### BEING PUSHED ALONG.

The work of laying the rails on the Berwick and York Beach Electric road has begun at South Berwick and is being rapidly pushed along.



IN OLD KENTUCKY.

In Old Kentucky, now on its tenth annual successful tour and just as attractive as ever, held the boards at Music hall on Thursday evening and gave great pleasure to a large audience.

The splendid drama was never before given so elaborate a production in this city and never awakened more enthusiasm than it did last night. From the time the curtain rose at the beginning of the first act till it fell at the end of the fourth, the interest of the audience never waned.

Miss Barriscale was a delightful Madge Brerly and all the other members of the company enacted their parts in a manner to deserve praise.

The pickanniny band won the applause it deserved and added much to the general air of realism which characterized the performance.

### AT MUSIC HALL TONIGHT.

The patrons of Music hall this (Friday) evening will have a treat offered them when Mrs. LeMoine, the distinguished New York star, will appear in a comedy by Glen Mac Donough, entitled Among Those Present. Those who have seen the play say it is a vivid picture of the loings and characters of the Four Hundred, both in New York and its aristocratic suburbs. The part taken by the star is likewise described as full of high comedy opportunities, with a strong touch of the sensational dramatic in the climaxes. To the present flood of worthless plays and cheap jingles such an offering will prove in striking contrast.

### JOHN DREW'S FISH DINNER.

While John Drew, the "mummy in The Mummy and the Humming Bird," was passing the summer with his family at Long Island villa last season, he received a letter one day from the oldest inhabitant, asking if he would accept a fine specimen of a plesiosaurus, which had been captured alive. Mr. Drew thought it would be a novelty to serve up the aforesaid member of the finny tribe to a special dinner of friends and newspaper men. The actor wrote a neat note in reply, and then it occurred to him for the first time to ask what a plesiosaurus really was. He was surprised to learn that it is a cross between a sea serpent and an alligator, and that scientists have no record of its latter day existence.

The dinner was off, of course, but Mr. Drew kept his specimen alive and exhibited it in many places, until the cold killed it. It attracted a lot of attention, and Mr. Drew thought not given to professional jealousy, was a little aroused lest some other stars should advertise for an ichthyosaurus or an Ipecacuanha trianguletus in order to get his name before the public.

### THEY ALL KNOW HIM.

There are few readers unacquainted with Peck's Bad Boy. Those who have not been introduced to him in book form have seen him on the stage. Manager Heath has had him renovated and the farce, as it will be presented at Music hall next week, will have many improvements many additional pranks, new sayings and original situations. There will also be one of the strongest specialty programs on the road.

### WILL BE HERE SOON.

Ezra Kendall will be here soon in his new three-act comedy, The Vinegar Buyer, which was written by Herbert Hall Winslow, aided and abetted by the comedian himself. The scenes of the play are laid in Indiana and Mr. Kendall will play the part of that nondescript who after he is worthless in all other occupations, is put to buying vinegar. The comedian will have an excellent supporting company. He is under the management of Liebler & Co.

### ROBERT EDISON BOOKED.

Robert Edison, who won so great a measure of popularity in Soldiers of Fortune that last season's run at the Savoy theatre was continued on Aug. 30th, a hundred and fifty nights in all, comes to Music hall late this

month. Richard Harding Davis' novel from which the play was dramatized by Augustus Thomas is so popular that everybody knows how Clay, a civil engineer, went to the golden South America, was proclaimed dictator and married the daughter of his wealthy employer. Mr. Edison and his company make the play all seem true and well worth seeing, and his manager, Henry B. Harris, has set the stage pictures in beautiful scenery painted from sketches of the sunshiny localities where the thrilling incidents are supposed to occur.

### CITY BRIEFS.

The run of tramps continues unchecked.

Croup instantly relieved. Dr. Thomas' Electric Oil. Perfectly safe. Never fails. At any drug store.

"When I was in the legislature" will now begin to be a conversational landmark in local affairs in many localities.

Those two clever wrestlers, Kid Parker and Ed Gilligan, who wrestle at Peirce hall tomorrow evening, will arrive in town tonight.

Ten thousand demons gnawing away at one's vitals couldn't be much worse than the tortures of itching piles. Yet there's a cure. Doan's Ointment never fails.

The Misses Esther and Beatrice Fosburg of Dana hall, Wellesley, Mass., are at home passing the Easter vacation. Their parents have arrived home from a five months' trip through Egypt and Europe.

Rivermouth Athletic club's second carnival at Peirce hall Saturday evening. Admission 50 cents, reserved seats 25 cents extra.

The Portsmouth freight, which has the record for being behind time, has been keeping good time during the last two weeks. Tuesday afternoon it was two hours late, but previous to that it had made a creditable showing.—Manchester Union.

### Impossible.

Customer—Waiter, this steak is tougher than the one I had last week.  
Waiter—Can't be, sah. It's the same steak, sah.—Chicago News.

### Warm.

"That was a hot race."  
"Had to be. It was run in heats."—Columbia Jester.

### Very Different.



"Do you mean to say that I have no right to open my wife's letters?"  
"Of course you have the right. What you want is the nerve."



My sons and grandsons proudly say  
We owe our health and strength to-day  
To grandma giving us away—  
Cream of Chocolate.

## Cream of Chocolate

is a new scientific preparation of the cocoa bean, combined with absolutely nothing but pure rich cream and pure sugar.

As a breakfast, luncheon or supper beverage it is far superior to tea or coffee. It is readily assimilated and is wholesome, nourishing and strengthening.

Always ready for instant use—needs only boiling water—20 cts. at grocers.

### CREAM OF CHOCOLATE CO.,

Beverly, Mass.

## W. E. Paul

### RANGES

## PARLOR STOVES

### KITCHEN FURNISHING GOODS

Everything to be found in a First-Class Kitchen Furnishing store, such as Tinware (both grades), Enamelled Ware (both grades), Nickel Ware, Wooden Ware, Cutlery, Lamps, Oil Heaters, Carpet Sweepers, Washing Machines, Wringers, Cake Closets, Lunch Boxes, etc.

Many useful articles will be found on the 5c and 10c Counters.

Please consider that in this line

will be found some of the

Most Useful and Acceptable Holiday Gift

39 to 45 Market Street

Professional Cards.

C. D. HINMAN, D. D. S.

DENTAL ROOMS, 10 MARKET SQUARE

Portsmouth, N. H.

F. S. TOWLE, M. D.

84 State Street, Portsmouth, N. H.

Office Hours:

10 A. M. to 4 P. M. and 7 to 9 P. M.

W. O. JUNKINS, M. D.,

Residence, 98 State St.

Office, 98 Congress St.

Portsmouth, N. H.

## OLIVER W. HAM,

(Successor to Samuel S. Fletcher)

60 Market Street.

## Furniture Dealer

## Undertaker.

NIGHT CALLS at side entrance, No. 2 Hanover street, or at residence, cor. New Vaughan street and Raynes avenue.

Telephone 59-2.

## J. A. & A. W. WALKER

SOLE AGENTS FOR

## OLD COMPANY LEHIGH COALS

ALSO

## Reading and Wilkesbarre Coals

Best Preparation Obtainable  
In This City.

187 MARKET ST.

## H. W. NICKERSON

### LICENSED EMBALMER

## FUNERAL DIRECTOR.

6 Daniel Street, Portsmouth.

Calls by night at residence, 9 Miller avenue, or 11 Oakes street will receive prompt attention.

Telephone at office and residence.

## PENNYROYAL PILLS

CHICHESTER'S ENGLISH  
PILLS  
For Biliousness, Indigestion, Headache, Neuralgia, Rheumatism, Gout, Gravel, Piles, Hemorrhoids, Catarrh of the Bladder, and all the Disorders of the Bowels and Urinary Organs. They are the most powerful and reliable of all the pills ever made. They are sold in all the leading druggists and chemists. Price 25 cents per box. Sold by all the leading druggists and chemists.



## ARE YOU SATISFIED?

If Not, What Better Proof Can  
Portsmouth Residents Ask For?

This is the statement of a Portsmouth citizen.

The testimony of a neighbor.  
You can readily investigate it.  
The proof should convince you.

Mr. Lemuel White, of 26 Bridge street, ex-conductor of the B. & M. R. R., says: "I had something wrong with my kidneys for five years; at first there were pains and aches in the small of my back; then annoyances from the kidney secretions set in and broke my rest at night. I was oppressed with languor and loss of energy. I thought from reading notices about Doan's Kidney Pills that they might help me and I procured a box at Philbrick's pharmacy. They acted on my kidneys right away. The urinary difficulty was the first to mend. When on my second box I could sit comfortably without experiencing that jerking of the limbs that every other remedy had failed to stop. I am confident that a better remedy does not exist."

cents. Foster-Milburn Co., Buffalo, N. Y., sole agents for the United States. Remember the name—Doan's—and take no substitute.



## LOW PRICES.

Many people shout Low Prices. The prices are low—so is the quality of the goods. We say low prices and we back up the statement with a good strong reason. We can make the low clothing—make it as well as it can be made—at low prices, because our expenses are light and we have many patrons. There is no use throwing money away. There is no use paying any more for perfection than you have to. We will be glad to see you any time.

**HAUGH,**  
LADIES' AND GENTS' TAILOR  
20 High Street.

**STANDARD BRAND.**  
Newark cement

400 Barrels of the above cement is  
Landed  
**THIS COMPANY'S CEMENT**  
Has been on the market for the past five years. It has been used on the

Principal Government and Other  
Public Works.

And has received the commendation of Engineers, Architects and Consumers generally. Persons wanting cement should not be misled. Obtain the best.

FOR SALE BY  
**JOHN E. ROUGHTON**

**7-20-4**  
10c CIGAR

**LITTLE GOLD DUST**

Havana filled 5c cigars are now having the largest sales in their history. Quality counts. For sale by all first class dealers.

**R. G. SULLIVAN, Mtr.,**  
Manchester, N. H.

**COAL AND WOOD**

**C. E. WALKER & CO.,**  
Commission Merchants

Wholesale and Retail Dealers in

**Coal and Wood**

Office Cor. State and Water Sts.



**IN THE DAIRY**

A correspondent of Highview, Ia., lives the cause of the decline of dairying in Iowa in the following terse language:

"With regard to the decrease of dairymen in Iowa, it is in my opinion something like the case of Joshua after crossing the Jordan; the old patriarchs had passed away, and the new generation was led astray by falling in with the ways of the Canaanites."

He does not agree with Dairy Commissioner Wright that the general use of the farm separator results in a lower grade of butter. He purchased the first one in his country in 1894. Its use in that neighborhood has become very general. He has been able to get 3 cents above market price for his butter made from a farm separator.

We think in this he is exactly right. This farm separator should make better butter than by any other system because all the conditions are under complete control. If there has been a decline in the quality of butter made from separators, it is due to some mismanagement in the gathering of the cream.—Wallace's Farmer.

**A Contest in Michigan.**  
Michigan is to have a six months' educational butter scoring contest, beginning next May. There are so many manufacturers of dairy butter in that state that two classes will be made—one for the creamery butter, the other for dairy. The governor of the state will give a gold medal to the winner in each class, and the state board of agriculture has appropriated \$150 to assist in defraying expenses. A part of the scoring will be done by a Chicago judge and the balance by one of the best eastern judges. Butter makers desiring to participate should correspond with John Michels, instructor in dairying, Agricultural college, Michigan, at once.

**Don't Strain in the Stable.**  
After the milk is drawn it should be removed from the stable promptly and transferred to the milkroom, which should be used for the straining, aerating, cooling and storing of milk only. In many farms the milk is strained in the stable itself. This practice is highly objectionable, because stable atmosphere is always more or less charged with dust, which will fall into the milk and increase the number of bacteria therein. The temperature in the stable is generally high and favors rapid multiplication of the living germs in milk, and the milk will absorb the stable odor, which renders it very objectionable to the consumer.

**The Advance in Tubs.**  
The recent sharp advance in the price of butter tubs is due to conditions entirely beyond the control of the manufacturers. As every one knows, there was a tremendously heavy rainfall all over the country last summer, and this has been kept up almost incessantly in the southern districts in which is grown the ash from which butter tubs are made. Much of the timber land has been under water for months, rendering it impossible for men to get out timber to supply the stove mills. As there is nothing to indicate that conditions will be improved until mid-summer the chances are that the price of tubs will continue to rise, and to avoid a tub famine prudent creamery operators should make it a point to keep on hand a sufficient supply at all times. We look for tubs to go still higher before the season is over.—Creamery Journal.

**The Crossing of Breeds.**  
A great many farmers are carried away with the idea of crossing breeds, especially among dairy cattle. In almost every instance we believe this practice does not prove as "improving" as it would be to hold to the breeding.

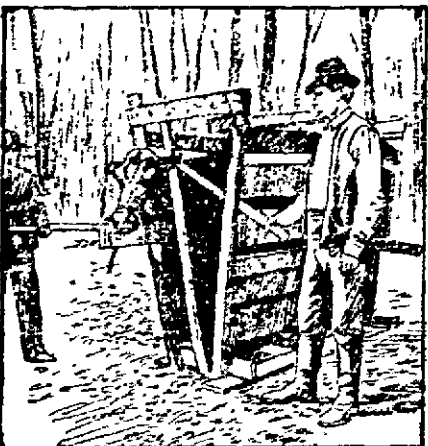
On this point Major Henry D. Alvord says: "Any herd of mixed blood with fair lay-out of lines can be rapidly built up and improved by the use of a well selected pure bred bull from any one of the four. They all seem to cross advantageously upon what is called 'native stock' and upon females having a perfect type grade, or note, of Shorthorn or Durham blood. Guernsey and Jersey grades are especially satisfactory in dairy cows. But the pure animals of these strongly bred races do not generally cross well among themselves. The Holsteins are very prepotent and stamp their characteristics upon all their grades and crosses, yet they seldom 'mix' well with pure animals of the other three breeds. The Guernseys and Jerseys mix well, but without improvement upon the parents of either side. The Ayrshire side does not cross well with any of the others. A very superior dairy animal is, however, the usual result of crossing a good Jersey sire with an Ayrshire dam."

**To Stop Milk Adulteration.**  
Adulteration of milk and of milk products has become so great a peril in every nation, according to the opinion of the Belgian National Dairy association, that that body has decided to call an international congress on the subject. It is planned to have the gathering in Brussels in September. The association attributes a large proportion of the world's defective wares to deleterious dairy products and proposes to attack the problem by educating the consciences of dairymen on the one hand and on the other by securing legislative protection for the people. In order to accomplish the first the Belgians will urge the creation of an international dairy association and equally financed and with level powers in some central city.

## TO AID DEHORNING.

An Ohio Man Tells How to Make a Shoot That Gives Satisfaction.  
John M. Jamison of Ohio sends to the Breeder's Gazette a picture and description of a dehorning shoot he has used with satisfactory results:

The dimensions of the shoot and material used in building are as follows: Length and height, 6 by 3½ feet wide at top in front end and 4½ feet wide at top in back end. The bottom board is 12 inches wide and 2 inches thick. Seven cleats 1½ inches thick are nailed on top of it to keep the animal from slipping. The board on the left side with rope in it is to hold the nose and is nailed on the frame 3 feet 4 inches from the bottom. The holes through the plank are bored 4 inches from each side of the plank and an inch from the



**HOW IT WORKS.**  
end of the cage. Three crosspieces 2 by 4 inches are put under the bottom of the cage and of sufficient length to keep the cage from tipping over when in use. The upright pieces on the sides of the cage are 2 by 4 inches and are bolted to the bottom crosspieces. They are fastened across the top by two pieces to each set of uprights bolted on. An upright lever is bolted to the bottom crosspiece at the front end of the cage at one side of the bottom, the top end playing between the pieces bolted on each side of uprights and held in the desired place with an iron pin when holding the animal. When the horns are off, it is thrown back and the animal allowed to go out toward the front or back out, as size will allow. Three handspikes are used. One passes through the cage back of the animal, one over its neck and one through the rope on the opposite of plank from the nose. The sides of the shoot can be boarded up, as builder desires.



**CHEESE MAKING**

The American cream cheese is known to every table and is the kind of which the greatest number of pounds is sold. As to the fancier brands and the proper use to make of them, knowledge is very, very limited, says an exchange. It may be said that a taste for the better brands of cheese is like that for olives. It must be cultivated. And in the matter of cheese eating the American people are said to be sadly in need of education. Too many persons are apt to term the fairly imported cheese generally as "the swissling" and refuse absolutely to eat them, while they eat the American cream cheese because it smells sweet. Such persons cannot be called cheese lovers, because they overlook the finer points of the dairy titillat. Real lovers of cheese eat certain brands because they relish the delightful flavor. To the cheese lover, the one to whom the flavor of Roquefort is as nectar, there is no rank smell. The fat, heavy cream cheese that sells for 15 or 20 cents a pound is so tasteless to the trained taste that it would be impossible to eat it at all.

**Secrets of Fancy Cheese.**  
The discoverer of the germ which is responsible for the fine flavor of June butter has been looking for the bacteria which conveys the flavor of the famous brands of European soft cheeses. Professor H. W. Conn of the Connecticut experiment station has tested samples of the Brie, Neufchatel, Camembert and Roquefort cheeses with other brands not so well known, securing specimens of the different stages of ripeness to study the changes in germ life. A few of these cheeses are successfully imitated in this country, but the process is kept secret. It is hoped by means of these experiments to find out the principle of the process and make it public, so that these expensive and profitable cheeses can be made in larger quantities. It is hoped also that new varieties may be added to the present list of soft cheeses.

**Creamery and Cheese Factory.**  
Any creamery of any sort of importance that does not put in a cheese factory outfit the present year is simply blind to its own interests, says Dairy World. The advantages of being able to make both butter and cheese are many, and the chief point is on the profit side of the ledger at the end of a year.

**Wisconsin's Cheese Output.**  
Wisconsin claims 1,290 cheese factories, and the 1902 output is placed at 70,000,000 pounds, valued at \$7,000,000.

**Good Butter Makers Are Rare.**  
If you have a good butter maker who has faithfully performed his work the past year and put money in the treasury of your creamery by making a superior grade of butter, here him for another year and raise his wages, advises Creamery Journal. The creamery that pays its butter maker the biggest wages makes the most money. A cheap man means cheap butter. The best is the cheapest.



**Dairy Cattle**

Many dairymen and others who milk cows for profit believe that when a cow reaches the age of seven or eight years her useful years are over and she should be replaced by one younger. Other things being equal, this is a mistake, according to Dairy and Creamery. A cow that has been well cared for, with generous rations and proper attention, is better and will make a more profitable return at eight years than at any earlier age. She is then in her prime and will not be considered an old cow until fourteen or fifteen years have passed. Cows with first calves—at two or three years—are generally unprofitable in their milk yield, and one really good cow between seven and eight years old will pay a better revenue than two that are performing their first year's duties in the dairy herd. Moreover, she will probably consume but little more.

**The Dairy Cow.**  
The dairy cow is not large because it would require more feed to maintain a large carcass. The beef cow is large because she is sold by the pound. The dairy cow has a prominent large backbone because she must be possessed of strong constitution and great nerve power. She is light in the hind quarter because heavy quarters would be useless, expensive to maintain and interfere with the location of the udder. The udder is large because she produces large quantities of milk, and the udder is a part of the necessary milk making machinery. The line of connection where the udder joins the body is as long in a good cow as the distance from the udder to the fore legs.

**New World's Dairy Record.**  
The Holstein cow Sadie Vale Concordia, that recently made a butter fat test of 30 pounds 10.10 ounces of butter in seven days, has completed a thirty day test. During this time she gave 2,754.6 pounds of milk, which by the Babcock test was estimated to contain 123 pounds 8½ ounces of butter. Both of these are new world's records. The cow is owned by McAdam & Von Heyne of New York, and the test was made under the supervision of Professor C. C. Cole, representing the Cornell experiment station.

**Profit in Raising Calves.**  
I find it does not pay to raise even pure bred calves unless they are of registered stock and have a pedigree that will make them sell for more than the common stock. It would pay farmers in the districts where land is cheap, but for us who are near the cities pure bred stock or heavy milking cows are the only lines which it pays to keep.—Charles H. Ellsworth in American Cultivator.

**Don't Fatten the Old Ones.**  
It does not always pay to try to fatten the old cows, says an exchange. You had better sell them for what they will bring. Replace them with good ones and you will get a larger return for your feed.

**Leading Iowa Dairymen.**  
At the recent convention of the Iowa State Dairy association Samuel B. Shilling was chosen president. He was also delegated by the association as



**PRESIDENT S. B. SHILLING.**  
chairman of the committee which will look after the Iowa dairy exhibit at the St. Louis world's fair. State Dairy Commissioner Wright and M. Mortenson are the other members of this committee.

**Why Stripplings Are Rich.**  
In referring to the matter of rich stripplings, or last of the milking, Food Farm Topics says:

"Numerous explanations have been given of the reason why stripplings, or that portion of the milk which is last drawn from the udder, is the richest. Butter fat, being of such low specific gravity compared with the watery portion of the milk in which it floats, has a tendency to rise to the upper portions of the udder, just as it does when the milk is set for cream raising. When the cream so rises, it naturally follows that it will be the last to come away in the operation of milking."

"That there is a marked difference in the quality of milk first drawn from the cow compared with that which comes away toward the finish was clearly shown by an experiment carried out some time ago by a well known dairy expert. He found that while the average percentage of butter fat in the first pint of milk withdrawn from the cow worked out to only 1.32 per cent, the butter fat in the stripplings, or the last half pint, amounted to over 9 per cent. There was hardly any difference in the percentage of the other solids present in the first drawn compared with the last drawn milk."

## BUTTER OR CHEESE?

An Answer to a Query That May Be of Interest to Others.

Mr. L. P. Nichols of Henry, S. D., writes to the St. Paul Farmer: I wish to get advice on the following subject: We want a creamery or perhaps a creamery and cheese factory combined. It is ten miles to the nearest town. We can get 150 cows within three miles of here at present, and I am sure that the number will be greatly increased if we get a creamery. Please tell me how we can best get one.

The Farmer makes answer as follows: One hundred and fifty cows will not usually furnish enough milk to successfully maintain a creamery. As it takes fewer cows to support a cheese factory and much less cash outlay for equipment, we would advise building a cheese factory instead of a creamery. It is preferable for the reason that the entire labor of one man can be better utilized in working a small amount of milk into cheese than into butter, and the cost of equipment for a cheese factory is much less than for a creamery. However, if there is a certainty of a large increase in patronage the establishment of a creamery might be advisable. In building either a cheese factory or a creamery the most practical course to pursue is to call a meeting of all of the prospective patrons and organize a co-operative concern after the plan adopted by the most of our South Dakota and Minnesota factories. Do your own organizing and consult some reliable cheesemaker or butter maker as to the best method of supplies. Learn from them the cost of the same and the best arrangement of equipments. Don't fail to visit several of the best factories in your part of the state. Time and money thus expended are certain to bring good returns. Beware of the professional creamery agitator or promoter.



**THE DAIRYMAN**

Professor H. E. Van Norman, in charge of the work in dairying at Purdue university, Lafayette, Ind., has been conducting a special course in starters and cream ripening for expert butter makers. The work began Feb. 19 and concluded on the 27th. There was daily practice in making and carrying along starters, ripening cream, testing milk and cream and the use of scales for cream testing. The work in testing was in charge of Professor H. E. Van Norman. S. Burrage lectured on bacteria in relation to cream ripening. H. N. Slater, a graduate of the Minnesota Dairy school and a butter maker of long experience, conducted the work in starters and butter scoring. The Indiana Dairy school is well equipped with new apparatus.

**The Butter Maker's Profession.**  
Within recent years many changes have taken place in butter making. It was formerly supposed that most any one who was neat and tidy could make good butter. Since investigations have been pursued along scientific lines we find that it requires skilled labor, says Stockman and Farmer.

The men who are pursuing dairying at our school now are possibly 25 per cent in advance both in education and skill of the students who took dairy work seven or eight years ago. As we look the country over we find the people who have become famous in the dairy world are men of unusual intelligence, who would undoubtedly have made a success in most any other line of business.

**A Maxim For Dairymen.**  
Do unto others as you would have them do to you is a maxim for dairymen especially. It is applicable to the treatment of dairy stock. Smite the milk cow with the milking stool, and she will retaliate by giving less milk. Sell your best feed and give her the rest, and she will tell you of it. Put her in a cold stable, and she will give you cold comfort in return. But do the opposite of these things and she will fill the milk pail and help fill your pocketbook.—Dairy and Creamery.

**Must Carry Certificate.**  
George M. Whitaker, the ex-agent of the Massachusetts state dairy bureau, has been appointed special dairy export agent for the United States. He tells us that under the law all renovated or process butter must be inspected and bear the inspector's certificate before it can be exported. And no vessel having this kind of butter on board for exportation to a foreign country can get a clearance without the certificate.—Creamery Journal.

**To Fight the Law.**  
The oleomargarine people threaten to do something and to do it right away, says Creamery Journal. That the anti-oleo law has sadly reduced the output of the oleo factories cannot be disputed. The production in the central west, where the bulk of the supply comes from, has dropped off more than 60 per cent since July 1, according to the statement of a manufacturer, who also says they are now employing only one-fourth the men and wagons they were two months ago, but would be employing none at all did they not expect the law to be set aside. The prominent oleo manufacturers have combined and announce they will attack the law as unconstitutional and a piece of class legislation, which has been their claim right along. William Guthrie, the attorney who defended the railroad merger suit, has been retained. The Chicago packers, however, are keeping out of the game, having refused to enter the combination unless given exclusive management of the campaign, which was denied them. So the manufacturers will begin the work alone.

## BUNKOED JACOB

By G. W. Ogden

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No one knew how it happened that John Prune lodged on Shem Zook's place when he wandered into the neighborhood. Prune had been there so long people had ceased talking about his peculiarities and the strange agreement he had entered into with his employer. The marriage of Maggie revived countryside gossip. Some pitied Prune, holding him to be a simple minded chap, and others said it was wicked of Shem to lead him on by false promises as he had done. But when the whole story came out everybody laughed, Zook excepted.

In the first place there had been a sort of Jacob and Laban understanding between Prune and Zook in regard to Milly Ann. When Prune, middle aged, short, stumpy visaged, dusty and wearing a uniform of the Grand Army of the Republic, tramped up one day and asked for work, Zook took him in. Prune wasn't particular about wages, he said—just wanted his board and enough to buy overalls and tobacco.

For two years he was satisfied with that. Then, at harvest time, he began to grow restive and one morning stood before Zook with his possessions done up in half a newspaper and dressed in his Grand Army suit. Going away, he said. Wages didn't suit him. Harvest hands were getting a dollar and a half a day.

Zook became thoughtful. "You're a good man, John," he said; "a powerful good man, an' I hate like smoke to lose you. Fact is, I'd begun to think—to hope, I might say—that I'd have you as a son-in-law 'fore long."

John's mouth stood open in surprise. "Son-in-law!" he gasped. "Yes," Zook answered. "There's Milly Ann a-growin' up, an' nobody round here I'd as lieve have 'er as you. An' men they's a good forty goes with each one of my gals. Milly Ann is the west



SHE PLACED HER HAND ON HIS SHOULDER. forty, which I sh'd judge about fifteen hundred dollars, countin' in improvements. How long 'ud it take you to save up that much, John?"

John was lost in calculation. Six bits a month, twelve months in a year, tobacco out and— "Gee whiz! Give it up," he said. Zook looked serious. "I said forty to each gal," he resumed, "but sh'd 'a' said eighty. An' sister Zerilda she owns the hundred sixty 'jinnin' on the south, where we got the wheat an' alfalfa. She hain't got no belrs 'cept my four gals. That's forty more apiece. Milly Ann she's young yit. Won't be fit to marry 'fore three years. If you want to keep on like you have been a-doin', she's yours with her eighty end of that time. Wha' d'ye say?"

John was a man of few words. He considered it foolish to waste energy in talking that might be so much more profitably expended in hoeing potatoes. So in answer to Zook's proposition he climbed up to the barn loft, divested himself of his traveling suit, put his overalls on and went out to plow corn on the forty he hoped to acquire with the hand of Milly Ann.

As he followed the long rows he began to think of himself as a moneyed man. He also speculated on the chance of Zerilda moving along to another world before the expiration of three years. It did not look likely. Zerilda lived with her brother Shem and sat just across the table from Prune. She was a little bit dry and crabbed, but sound in wind and limb.

Two years stretched out across the fields where John Prune sowed and reaped. Milly Ann grew up, broad backed as one of the Hereford calves, low of brow and yellow of skin. Peter Keroher began to spruce up to her.

John Prune in the full right of having the prior claim objected to Zook. Zook laughed. "Hold yer hosses, John," he said. "We'll fool 'em one of these days."

But Peter drove over to the county seat with Milly Ann in his backboard one day and married her. Zook prepared a great marriage feast and called in the neighbors. While it was in progress John Prune sat with his back against the corner and figured it out that he had lost. Zook found him there.

"They beat us, John," he said. "But don't you mind it, man. 'You go right on as you have been doin'." There's

Maggie comin' on like a stalk of corn, an' at the end of your three years you can take her 'side o' Milly Ann."

Hope lifted his head timidly in John Prune's heart. Maggie was comely and altogether more desirable than Milly Ann. As time drew out Prune concluded that he had gained in the transaction.

Zook let a contract to a city man for the building of a barn. The contract or spurred around Maggie with the city airs and quickly won her. Zook, well pleased at the addition of such an energetic and useful person to his family, provided a second infare supper.

John Prune lost his temper. He waited until nearly midnight on the kitchen porch, with a singletree from the shadow of some morning glory vines, for Zook to come out, but Zook didn't come. The sound of revelry and Zook's big voice in laughter overflowed the house.

"They're a-laughin' at me," said Prune, and he bowed his head to the porch railing and sobbed. He was there when Zerilda went out to take a puff at her pipe. She placed her hand on his shoulder, patted it soothingly and said, "Poor man, poor feller!"

Prune looked up. "Wouldn't worry 'bout them there 'celful critters in yander," she continued. "They're a-pokin' fun at a heap of more honest an' Christianer person than themselves, so they air; an' I told 'em it too."

"Thank you, ma'am," said Prune, a great wave of gratitude sweeping over him—"thank you 'om the bottom o' my heart!"

"What a' you mean foolin' away your time a-workin' out your insides here for Shem on promise of a gal an' forty acres o' land? Shem he never did 'tend to let you have Milly Ann, neither did he 'tend to let you have Maggie. Brags all round the country what a cheap hand he's got. Shem he'll more'n likely come round in the mornin' an' offer you Tilda Jane. She'll be big enough to marry in 'bout five year."

Prune reached out in the shadow and grasped the singletree. Zerilda went on. "Always did puzzle me why a sensible man like you wanted to be humbugged so by Shem. Forty acres an' a gal! Huh! I own the north half'd an' sixty, an' I'm as good as any gal Shem Zook ever raised 'r ever will raise!"

Next morning John Prune didn't bring the milk to the house. Zook went down to the barn to negotiate with him concerning Tilda Jane, chuckling over the prospect of at least four years more of cheap help. Prune was not there. Zook looked in the loft where he slept. The Grand Army suit was gone from the nail behind the door.

Tilda Ann came running down the path with something in her hand. "An' Tilda's gone," she panted, "an' here's a letter she must 'a' left for you."

Zook opened it and read: Shem Zook—You air a durned raskill. You chet me out of Milly Ann, and you chet me out of Maggie. They will not be eighty akers each. I cut that down. Yours truly, JOHN PRUNE. P. S.—I have left you. N. B.—And I have went along. ZERILDA.

**Ghosts With No Originality.**  
When you have read one of these stories, you have read them all. Although the behavior of ghosts may appear eccentric when judged by the standard of conduct prevailing among the living, their habits are, in fact, most regular. They seem to possess little character or originality, and probably their ideas are very limited. Some of them walk along the passage or up the stairs; others knock on the walls or furniture, ring bells, slam doors or break crockery; now and then you come across one who shrieks, and there seem to be a few stray specimens who appear and disappear. But their faculties do not go beyond this. A very remarkable proof of their limitations or their slavish adherence to tradition is that, though I have before me at the present moment a dozen authenticated ghosts who have been heard walking upstairs, there seems to be no case on record in which a ghost has been heard walking down. Why anybody should think it worth while to chronicle the movements of such uninteresting creatures I cannot understand. An account of the day's doings of a flock of sheep would be very much more exciting.—London Truth.

**Boar Hunting in Brittany.**  
Boar hunting in Brittany is full of exciting incidents, and the boars seldom die unavenged, for, though they are beset by mounted hunters and peasantry on foot armed with guns, the lifeblood of many a boar is drawn before the savage old tusker yields up his life. His dangerous powers of offense cease only with his last gasp.

Though the grip of the bulldog, the yelping of the hounds, the din of horns and the cries of the beaters may force him from his lair to seek refuge in flight, that withdrawal may be set down rather to prudence and disgust than to fear. When at last he is brought to bay, with his back against a rock or a tree trunk, he is ready to defy a host.

Met in a narrow alley of the forest, neither man nor horse can withstand the avalanche of his onset. Not infrequently the hunter who loves his hounds will feel but little triumph even in the death of many boars if, having begun the season with a large pack, he ends it with a miserable remnant, having left all his best and bravest dogs on the field of battle.

**A Truthful Sign.**  
Mr. Longear—By the way, did you ever know that large ears are a sign of generosity?

Miss Beault—Of course, Mr. Longear. They are a sign that nature has been generous.—New York Weekly.



# TWIN BATTLES ON BAYOU TECHE

A FORTIETH  
ANNIVERSARY  
WAR STORY

April 13-14,  
1863

(Copyright, 1933, by G. L. Kilmer)

PRIL 13 and 14, 1863, two sharp actions were fought at Fort Bisland and Irish Bend, La., in the tedious campaign of opening the lower Mississippi to Federal ships of war. Grant's plans for reducing Vicksburg were still hazy. The Confederate garrison there drew supplies from the Red river country. Fort Hudson's guns still frowned upon the channel, barring it to Farragut's fleet, and several Confederate forts stood guard in the passes of the bayou just west of the Mississippi, the natural route for Federal land forces to march up the river. Grant's army, with Porter's ships, was struggling down the river and Banks' army, with Farragut's fleet, moving up from New Orleans by slow stages. Grant was stopped by the guns of Vicksburg and Banks by the batteries at Fort Hudson. Their forces united against either stronghold would speedily fix its doom. Banks decided to sweep away the Confederates in the bayou passes and by so doing open the way for his column to reach the rear of Fort Hudson from the west bank, and also reach the Red river country.

The Confederates, under General Dick Taylor, held strong positions on Bayou Teche, at Fort Bisland and Irish Bend. With two divisions of the Nineteenth corps, under Emory and Grover, Banks attacked Taylor, moving his troops to the scene by a fleet of river gunboats. Grover's division was to attack the Confederates at Irish Bend and drive them back upon Fort Bisland, which in the meantime Emory would carry by assault. Owing to delay in putting his men ashore in the shallow water of the Teche, Grover did not open the fight until the 14th, when Bisland was already in the hands of Emory.

Emory's force moved against the fort in two columns, marching up both banks of the bayou. A few days before the attack the Confederates had captured the Federal gunboat Diana, which they turned to good service by opening her batteries upon the line of battle. Fortunately for the troops a thirty-two pounder Parrott shot from a gun of the First Indiana battery on shore crashed into the engine room of the daring gun-



GENERAL EDWARD L. MOLINEUX LEADING THE CHARGE.

boat, and she fled up the bayou out of sight. After the retreat of the Diana Emory's men moved steadily on across the plain, both columns keeping abreast.

The Confederate works on the right of the bayou terminated in a redoubt, and 500 yards in front of this lay the Third Texas regiment. The Texans fought off the One Hundred and Fifty-sixth New York and held their ground until the Thirty-first Massachusetts dashed to the help of the New Yorkers. The Eighteenth Louisiana and two independent battalions joined the Texans, and a brisk fight ensued over the rifle pits. While the spirited action was taking place on the extreme flank the main line of Federals, led by the Thirty-eighth and Fifty-third Massachusetts, supported by the First Maine battery, marched steadily up to the Confederate works and halted under fire to await a general attack. Meanwhile the column on the left marched forward in the face of a hot fire from the Confederate guns. This fire was kept down in part by Federal guns, but the musketry from a dense canebrake held by the Confederates on the extreme left in advance of the works threatened the destruction of a whole brigade. The Seventy-fifth New York, a regiment seasoned by many bayou fights, dashed into the canebrake, hoping to drive out its occupants and turn the flank of the breastworks in the rear. The brake was covered for two regiments of Texans and Louisianians, who, aided by the guns of two batteries in the works, quickly checked the New Yorkers.

Reinforced by the One Hundred and Fourteenth New York, the Seventy-fifth dashed into the brake, but the

canes stood so thick that the enemy could not be seen. While both armies looked on from a distance at this brisk fight in the brake the combatants themselves, enmeshed in the impenetrable tangle, could not see each other when only a few yards apart. The fight ended in the repulse of the New Yorkers, and the day being at an end Banks waited for news of Grover's attack at Irish Bend before pressing the charge home. Next morning at daybreak the Federal skirmishers rushed forward and found Fort Bisland deserted. Emory marched after the retreating enemy, which led him toward Irish Bend.

Fighting was opened at Irish Bend at daybreak on the 14th by the gunboat fleet accompanying Banks. The boats were the vessels which fought in the same waters under Commander Buchanan a few weeks before, with the exception of the captured Diana—namely, the Clifton, Calhoun, Estrella and Arizona. Under Commander Cooke the Calhoun, Arizona and Estrella lay watching Grover's landing place while the Clifton went up the Teche in chase of the fleeing Diana. It was known that the doughty steam ram Queen of the West, which had been captured from Colonel Ellet in January, was aboard with a Confederate crew on board and would be heard from in connection with Banks' attack. Sighting her at daylight stealing down the bayou, Cooke formed his line in crescent shape and dashed for the ram, opening a rapid fire as he sailed. It was quick work, for the Queen soon burst into flames from the Federal shells and exploded her magazine, ending a most exciting career under two flags.

Taylor's precipitate flight from Fort Bisland on the night of the 13th had been caused by startling news which reached him during the fight with Emory. Grover had landed at Irish Bend and was marching to cut off his retreat from Fort Bisland. Sending his wagon train, covered by a rear guard, toward Franklin, farther up the bayou, he led two brigades against Grover, hoping by desperate fighting to give his outlying detachments time to get in behind the screen of bayonets he would oppose to the new enemy. Grover began his march early and soon ran upon Taylor's new line, with four guns in position.

Not a moment was lost in pressing the action. Grover sent the One Hundred and Fifty-ninth New York into the thicket to charge the battery. Throwing off their blankets and overcoats, the New Yorkers dashed in, their commander, Colonel Edward L. Molineux, falling with a painful wound at the first volley just as he shouted the command, "Forward!" At the same time Taylor ordered the Twenty-eighth Louisiana to charge Grover's flank. The Louisianians struck the rear of the New Yorkers just as Molineux went down, pouring in a stinging volley, which compelled the regiment to retreat. Simultaneously the whole of Taylor's left bore down upon Grover's right, forcing it back to the Federal guns, which checked the intrepid charge by showers of case shot and canister. Meanwhile Grover's left flank, led by the Thirteenth Connecticut, had charged simultaneously with Molineux and hurled the Confederate right back upon their guns. Grover quickly reorganized his line and, moving forward through the woods, found the enemy massed upon a knoll beyond four guns bearing upon the approaches. At the same time the gunboat Diana, which had patched up the holes made by Emory's shells the day before, opened on the line with thirty pounder Parrott shots.

Early in the fight Grover had taken some prisoners, and from their statements he was led to believe that Taylor had brought up all his troops from Fort Bisland and was about to attack with his whole force. He therefore decided to move with caution. But Taylor had given over the command in front to his subordinate, General Mouton, and gone himself to direct the retreat of his army on Franklin.

Mouton soon found himself in a trap. Grover's force outnumbered his own in front, and scouts brought word of another Federal column marching up on his rear. This was Emory's column from Bisland, which had hastened after the retreating Confederates and been led to Irish Bend. Mouton hurried away across country and escaped over the blazing timbers of a bridge which one of his colleagues had set on fire to prevent the enemy from using it to get into Mouton's rear.

Finding that Taylor did not press the attack, Grover pushed his line forward, but in place of meeting Taylor's line of battle saw Emory's column moving up the bayou. Before retreating the Confederates blew up the Diana, thus disposing of a second captive gunboat.

The chance battle at Irish Bend was more bloody than the attack upon Bisland. The Confederates lost one colonel and two brigadier generals wounded, and Grover lost two colonels and sixteen line officers wounded. The southerners in this fight were trained border men and skilled shots. Like the Boers, they aimed for high game. Colonel Molineux is the veteran whose name has been conspicuous before the public in connection with his son's trial. He recovered from his wound and continued in service.

GEORGE L. KILMER.

# GRIERSON'S RIDE ACROSS THE LINES

A FORTIETH  
ANNIVERSARY  
WAR STORY

April 21,  
1863

(Copyright, 1933, by G. L. Kilmer)

THE thrilling encounter at Palo Alto, Miss., April 21, 1863, figures in war histories as a cavalry skirmish, but it was a pivotal incident in Grierson's famous raid across the lines opposing Grant at Vicksburg. And Grierson's daring ride was a pivotal event in the desperate work of hemming in Vicksburg from the rear with a line of layabouts and cannon. After casting aside many alluring plans for getting at the enemy in Vicksburg Grant struck out from the swamps on the west shore of the Mississippi for the high and dry bluffs at Grand Gulf, on the eastern shore, about thirty miles below the stubborn stronghold. With a column of gunboats and transport ships carrying his army, he was aiming for that point when Grierson rode away southward to startle and mystify the country and divert the enemy's attention from the real point of attack. Grant's opponent, General Pemberton, had sent the cavalry of his army with Van Dorn to Tennessee, thus stripping his outposts of all but a few home guard and partisan battalions. With 250 miles to defend along the river in the face of vigorous and numerous foes, it was equally difficult for him to be armed at all points of danger and to know just when and where the impending blow would fall.

Colonel Grierson of the Sixth Illinois cavalry set out from La Grange, Tenn.,

Banks by Smith's First Mississippi cavalry, Inge's Cavalry and Berton's Tennesseeans. Hatch determined to make a strong effort to lead the enemy into supposing they had intercepted Grierson's main column. In their first dash the Confederates cut off one company of the Iowa troopers. Then, using two white flags, they rode close up to the column, which had dismounted in a lane.

Hatch had one cannon, a two pounder, but his men were armed with revolving rifles and carbines. His line was well covered by fences and hedges. Facing part of the men to the rear, he opened a deadly fire with the gun and rifles, while the carbines poured volley after volley into the troopers coming up on the flanks. The fight raged along the hedge until the Confederates drew back, slowly following the Iowans. The enemy retreated northward, and Hatch followed up, taking the back track to prevent the enemy from pursuing Grierson.

The fight at Palo Alto put the Confederates on their guard, and Hatch learned that an Alabama regiment lay between him and West Point, the destination assigned him by Grierson. He therefore continued his ride northward, harassed at every step by the citizens of the country, who took the field armed with shotguns and hunting rifles.

Meanwhile General Pemberton had sent out columns in all directions to



COLONEL BLACKBURN'S CHARGE AT THE BRIDGE.

southward, accompanied by the Seventeenth Illinois and Second Iowa cavalry, about 1,700 troopers in all. The raiders moved rapidly through the lines of General Chalmers, who was deceived by two other columns which took the field to mislead him, and moved along the line of the Mobile and Ohio railroad. Chalmers' scouts were completely puzzled over the affair, and Grierson reached the interior of Mississippi without meeting the enemy. The skirmish at Palo Alto was the first collision of the raid and the heaviest. Early on the 21st of April Grierson sent Colonel Edward Hatch, with the Second Iowa cavalry, numbering 600 sabers, to destroy the railroad at West Point, Macon and Columbus, then make his way back through northern Mississippi to the starting point.

Meanwhile Grierson rode on through the heart of Mississippi. There were several local regiments in the field, which the raiders threw off the trail by sending out scouts in citizens' clothes to mislead them. Within a few days he destroyed long sections of the Vicksburg and Meridian and the Jackson and New Orleans railroads and finally reached the Federal camps at Baton Rouge. His ride extended 600 miles. The sharpest fight on Grierson's route was at the crossing of Tickfaw river. The bridge over the Tickfaw was guarded by the Ninth Tennessee cavalry battalion, posted in a narrow defile. After capturing the Tennessee pickets Colonel W. D. Blackburn charged the bridge at the head of the Seventh Illinois and in a brilliant dash routed the Tennesseeans at the point of the saber. Colonel Blackburn was wounded in the melee.

Grierson's only guide was a pocket map, but by capturing couriers with dispatches and making use of his clever scouts he succeeded in evading the enemy. Being in motion in the rear of the Confederates defending Vicksburg, he distracted their attention from Grant's column at a critical moment in the campaign. Grant said of the raid, "It has been one of the most brilliant cavalry exploits of the war and will be handed down to history as an example to be imitated."

After cutting loose from the main column the morning of April 21, Hatch rode directly toward West Point. At the village of Palo Alto he was attacked from the rear and on both

bug the daring raiders. Two Confederate brigades marched to Grenada, one went to Columbus, on the route first taken by Hatch, and Chalmers started for Okolona, hoping to intercept Grierson on his return, for it was not deemed possible that he would traverse the whole state without being turned back by superior numbers. Hatch reached Okolona ahead of Chalmers and attacked with a rush. The main Confederate garrison of the town had gone southward toward Palo Alto on the news of the fight there, but by a different road from that taken by Hatch on his return.

The Iowans drove out the enemy's cavalry and local troops which were retreating before them and halted at Okolona. They then burned a large barn, with military stores and ammunition, and marched on toward the Tennessee border. Colonel Hatch found that his men had but twenty-one rounds of ammunition left and concluded that the limited supply would not warrant him in attempting to reach West Point, with the enemy alert all along the route.

Chalmers had spread his Confederate troops across the northern part of the state, hoping to catch the raiders on their return. Hatch managed to pass through the lines without discovery, but when galloping through the village of Birmingham he was attacked in the rear by Chalmers' men. Being short of cartridges, Hatch slowly retreated, concealing his line at favorable points and receiving the enemy with the fire of his two pounder gun. Waiting until the Confederates came up to close range, the gun opened with terrible execution.

The running fight was kept up for six miles, when the Confederates gave up the chase, and the column reached La Grange without further molestation, except from straggling parties of guerrillas. When the men arrived at their old camp, they had but ten rounds of cartridges apiece. Half of the troopers were mounted on mules, their horses having succumbed to the hardships of their rapid march.

Meanwhile Grant had bombarded Grand Gulf with naval guns and landed his troops on the eastern shore of the Mississippi, the first stage of his march to the rear of Vicksburg.

GEORGE L. KILMER.

# COL. STREIGHT'S ILL STARRED RAID

A FORTIETH  
ANNIVERSARY  
WAR STORY

April 27 to  
May 2,  
1863

(Copyright, 1933, by G. L. Kilmer)

PRIL 27, 1863, Colonel A. D. Streight set out from Moulton, Ala., on his famous ride through Alabama and Georgia, which had for its goal the remarkable tunnel escape from Libby prison, Richmond. A few months later, Streight's raiding force numbered 1,700 men and was composed of his own regiment, the Fifty-first Indiana, the Seventy-third Indiana, Third Ohio, Eighty-third Illinois and two companies of the First Tennessee cavalry. The infantrymen were mounted on mules, for the most part young, unbroken and very wild.

The orders to the raiding chief directed him to penetrate the enemy's lines to the interior of Alabama and Georgia and destroy the railroads which carried supplies and munitions to the Confederate army under General Bragg, then operating in middle Tennessee. It was hoped by the planners that this raid would put an end to Bragg's campaign as effectively as the work of Forrest and Van Dorn had thwarted Grant's overland campaign against Vicksburg in December, 1862. Just at the time raids in the enemy's rear were the Federal order of the day, Stoneman's cavalry was on a similar errand in Virginia behind the army of Lee, then stationed at Fredericksburg, and Grierson was riding over the country behind the defenders of Vicksburg.

In order to mask Streight's movement from the eagle eye of Forrest a heavy column of Federals, marching from Juka, Miss., eastward, made a feint upon Tusculum. But Forrest was too clever to be thrown off the trail. He was a raider himself, with a reputation to sustain. Streight's first long halt was at Day's Gap, in Sand Mountain, and when his rear guard marched through the pass it was attacked by Forrest.

Streight prepared to give Forrest a taste of his own favorite game. When the rear was attacked, the head of the column had reached the other side of the mountain. The line came to a halt and faced about, with one flank resting upon a ravine and the other upon a marshy creek. All the roads leading in from the right, left and front were strongly guarded and two twelve pounder mountain howitzers placed in the center on the road. The Tennessee cavalry, acting as a rear guard, was instructed to fall back before the enemy's advance and pass through the line of battle.

Streight's arrangement was hardly completed when Forrest's brother, Captain W. H. Forrest, charged the Tennesseeans, who promptly gave way and were followed into the gap by their assailants. Then the whole Federal line arose from their hiding and poured a rapid fire upon Forrest's ranks. Two Confederate guns opened at once upon Streight's line, and Colonel Roddy's regiment charged vigorously, but was quickly repulsed. Forrest's guns were within 300 yards of the Federal center, and Streight sent the Third Ohio and Eighteenth Illinois forward to charge the routed enemy and capture their artillery. The raiders shot down the horses at the Confederate guns, and these were abandoned, with their caissons, together with forty wounded and nearly as many dead troopers.

It was nearly midday when the Confederates drew off from the fight. Streight surmised from the boldness of the attack that he had Forrest to cope with and expected the next blow upon his front. Posting a strong guard in the gap, he pushed on with the main body to a crossroad six miles from the battlefield. For once Forrest was misled. Two of his regiments were not up yet, and he waited for their help to dislodge the enemy from the gap and contented himself with a long range skirmish until 3 p. m. Massing his four regiments, with four guns, he dashed forward only to encounter a thin skirmish line of Federals, who galloped away without firing a return shot.

Streight had rightly judged Forrest's tactics, for he was soon assailed on the flank by Forrest's advance guard. Riding rapidly on, he selected the next battleground at the crossing of Crooked creek, in another mountain pass. The captured guns, with the mountain howitzers, were stationed to cover the road. An hour before sundown Forrest came on at the head of three regiments and rode up to within a hundred yards of Streight's line. For three hours the combat raged so close that at times the flashes of carbine and pistol illuminated the features of the combatants with a ghastly glare.

Again Streight pulled out his main column, leaving the pass to be held by a handful. The captured guns, having become a useless burden because the ammunition fitting them had all been fired back at its original owners, were spiked and left behind. Twice during the night retreat Forrest's advance was ambushed, and next morning Streight lined up his column for battle at Blountsville. Forrest failed to come up, and the raiders pushed on across the Black Warrior river, where the rear guard engaged the pursuers in a lively skirmish.

After crossing the stream Streight destroyed the bridge and posted sharpshooters along the bluff. Forrest rode up at the head of his command, and a young farm girl of the region offered to lead him to a ford near by. The impetuous warrior took the fair guide up on his saddle and hurried toward the river, but coming under the fire of the

sharpshooters dismounted and asked the girl to follow and point out the way. Suddenly several shots were fired, and the brave miss, who was Emma Benson, stepped in front of Forrest, saying: "General, stand and hold me. They will not dare shoot me."

Forrest prevailed upon the girl to keep back out of range, but she said: "You may be wounded, and it is my purpose to keep near you." Then they found the ford, and while Forrest was examining it the sharpshooters opened fire, and several bullets cut the bushes close at hand, one or two actually piercing the girl's spreading skirts. "They've only wounded my crinoline!" said she, waving her sunbonnet defiantly at the Federals across the ravine. Instantly the sharpshooters stopped firing, took their own caps in hand and waved them, with three hearty cheers.

Forrest's delay at the ford gave Streight time to reach the town of Gadsden and destroy the stores and supplies and to capture fresh horses for his men. The raider hoped to reach Rome and destroy the bridge behind his column so that Forrest would be baffled in his pursuit. A detachment of 200 men of the Fifty-first Indiana rode away to seize the bridge at Rome, and Streight disposed the remainder of his force in ambush upon Blount's plantation. At that point the road ran half a mile through a dense growth of young pines, then turned sharply to the right through an open field.

Streight barricaded the road at the bend, compelling his pursuers to turn into the field. Behind a ridge he concealed 500 men and posted his sharpshooters in the places. Forrest had been caught before by ambush and decided to take this with a rush. With a dash he cleared the barricade and rode on so rapidly that the sharpshooters had little time to ply their shots. Firing their carbines and pistols right and left, the Confederate troopers dashed for the second line beyond the field. This charge also carried home, and the line gave way.

Finding that Streight's men were still undaunted and ready to dispute the road at every point, Forrest sounded the retreat and allowed his weary troopers a night's rest. Streight took advan-



"THEY'VE ONLY WOUNDED MY CRINOLINE!"

At last it became clear to Streight and his officers that the situation was desperate. The men were worn out and slept as they rode. Many of the mules were footsore, and the soldiers were obliged to walk. It was decided to struggle on and if possible overtake the detachment sent on ahead, but on the morning of the third day of this running fight the whole command sank under hunger and fatigue, and the leader reluctantly ordered them to rest.

Forrest after resting his men on the late battlefield had selected 500 of the best and hurried on the track of the raiders. He found them in their life-line and quickly divided his force to surround them. Streight at once formed his line, but some of his men dropped asleep while under fire of the Confederate sharpshooters. Both leaders sent out a flag of truce, and Streight offered to surrender if Forrest would show that he had a superior force on the ground. This Forrest declined to do, but in answer to the question as to how many guns he had replied, "Each of them has your command in thirty minutes." Streight, however, decided to fight and turned back to his command. His officers insisted upon surrender and thus ended the great raid. Streight eventually escaped from Libby through a tunnel.

GEORGE L. KILMER.

# PORTSMOUTH'S SECRET AND SOCIAL SOCIETIES.

WHEN AND WHERE THEY  
MEET.

A Guide for Visitors and  
Members.

RAV CASTLE, NO. 4, E. G. S.

Meets at Hall, Peirce Block, High W.  
Second and Fourth Wednesdays of  
each month.

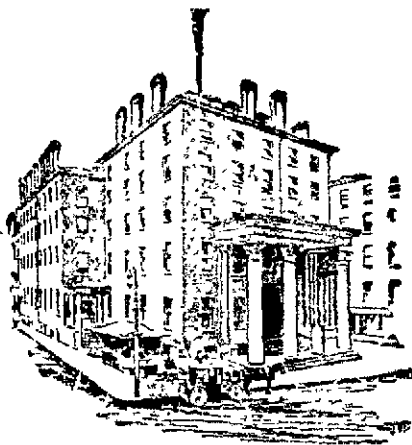
Officers—A. L. Plimmer, Past Chief;  
Charles C. Charles, Noble Chief; Fred  
Fisher, Vice Chief; William Hampshire,  
High Priest; Frank L. Meloon, Venerable  
Herald; George P. Knight, Sir Her-  
ald; Samuel R. Gardner, M. of R.; Fred  
Gardner, K. of E.; C. W. Hanscom, C.  
of M.

PORTSMOUTH COUNCIL, NO. 3, O. U. A. M.

Meets at Hall, Franklin Block, First  
and Third Thursday of each month.

Officers—C. W. Hanscom, Master;  
John Hooper, Vice Master; W. B.  
Ham P. Gardner, Senior Ex-Councilor;  
Charles Allen, Junior Ex-Councilor;  
Frank Pike, Recording Secretary;  
Frank Langley, Financial Secretary;  
Joseph W. Marden, Treasurer; Chester  
D. Odiorne, Inductor; George Kim-  
ball, Examiner; Arthur Jenness, In-  
side Protector; George Kay, Outside  
Protector; Trustees, Harry Hersum,  
Edward Clapp, W. P. Gardner.

# THE REVERE HOUSE



Bowdoin Square, Boston,

HAS FOR YEARS BEEN THE LEAD-  
ING HOTEL IN BOSTON. IT HAS  
BEEN THOROUGHLY RENOVAT-  
ED BY THE NEW MANAGEMENT

C. L. Yorke & Co

ALSO PROPRIETORS

BOSTON  
TAVERN  
FIREPROOF.

Rooms from \$1.00 Up

Old  
India  
Pale  
Ale

Homstead Ale  
AND  
Nourishing Stout

Are specially brewed  
and bottled by  
THE  
FRANK JONES  
Brewing Co.  
PORTSMOUTH, N. H.

Ask your Dealer or them.  
BOTTLED IN PINTS AND QUARTS  
The Best Spring Tonic  
on the Market.



MINIATURE ALMANAC.  
APRIL 3.

How high... 5 25 MOON SETS... 10 50 A. M.  
Sun sets... 8 11 Full moon... 10 50 P. M.  
Lapses of day... 12 46

First Quarter, April 4th, 8 a. m., evening, W.  
Full Moon, April 15th, 7 a. m., evening, E.  
Last Quarter, April 24th, 4 a. m., evening, W.  
New Moon, March 27th, 8 a. m., morning, E.

## THE WEATHER.

Washington, April 2.—Forecast for New England: rain Friday, stationary temperature; northeasterly winds, diminishing in force.

## MUSIC HALL BOX OFFICE HOURS.

Open 7:30 to 9:00 a. m., 12:30 to 2, 5 to 8, and 7 to 9 p. m., three days in advance of each attraction. Tickets may be ordered by calling Telephone No. 908-2.

FRIDAY, APRIL 3, 1903.



## CITY BRIEFS.

Watch for the Haven opening. What will the tax rate be this year?

Mrs. LeMoine was in Concord last night.

The weather sort of smells like baseball.

Have your shoes repaired by John Mott, 34 Congress street.

Now is the time for damaging stories about the peach crop.

Will the salary of members of the legislature pay their board bills?

Kid Parker and Ed Gilligan—there you have your money's worth.

Hold the reader's attention by making your advertisement easy to read.

The Dorcas society met in the North chapel on Thursday afternoon for work.

Three extra coal trains went up over the Manchester branch on Thursday.

It's a very poor rooster who cannot pick out the winning club even this early in the season.

Ladies' hats this year are to be beads and spangles and bright colors, the milliners say.

The grass has got a good start, and the present promise of a large hay crop is very bright.

All the church vestries in Portsmouth but two were open on Thursday for parish functions.

The legislature has adjourned and the public may now look for at least two years of peace and quietude.

The village improvement societies—may their tribe increase!—are getting down to practical business.

21 nice, sweet, Navel Oranges for 25 cents at the Boston and Portsmouth Fruit Co., 23 Vaughan street.

Dartmouth vs. Woods Bros. basketball and dance at Pelree hall tonight. Boys' game between halves.

For anything in the line of Meats, save money by buying at Chicago Meat Co's. Prices always the lowest.

Any one wishing anything in the line of Wall Paper, call on Joseph E. Hoxie, corner State and Pleasant streets.

Numbered reserved seats for the Athletic carnival on Saturday evening are now on sale at C. E. Tilton's Market street.

It is about now that suspicious arise concerning the salesman who declared that a Panama hat would look as good as new next summer.

People who keep their children out of the beautiful spring air and sunshine, are depriving them of the best tonic that Nature has to give them.

Clarence Caswell is having his launch Ida M. put in condition for use at Duck Island, Isles of Shoals, where he is engaged in the fishing business.

The regre chimney sweeps have arrived in this city, and as a result of the sort coal used during the last winter they are doing a good business.

April 5 to April 12, inclusive, known on the church calendar as Holy week, is the special week of prayer and self denial for the Salvation Army.

Eddie Nadau vs. Jimmie Haulon and Noah Perry vs. Mattie Baldwin, four of the cleverest lads in New England, will meet at Pelree hall Saturday evening.

Dr. Wood's Norway Pine Syrup seems adapted to the needs of the children. Pleasant to take; soothing in its influence. It is the remedy of all remedies for every form of throat and lung disease.

## FUNCTION OF THE STAGE.

Mrs. LeMoine Points Out to a Herald Representative How the Stage Comes to Be a Model and a Guide in Manners, Dress and Speech.

Mrs. LeMoine, who appears at Music hall tonight in the modern society drama, Among Those Present, was interviewed by a representative of the Herald at the Rockingham this afternoon. In a general discussion on things theatrical, Mrs. LeMoine said:

"The function of the stage as a public educator is imperfectly realized by the mass of actors, managers and playgoers. We all understand that the primary object of the drama is entertainment, but in order that the entertainment shall be artistic it must conform to certain high standards. In this way the stage comes to be both a model and a guide in manners, dress, speech and life.

"In our day the comedy of 'no manners' has obtained a wide vogue. The dialect comedian and the stage buffoon are encountered on every hand. While of course there is no moral censure against such entertainment, nevertheless they unquestionably do not promote graceful manners and a correct use of English. Next, the actors themselves too frequently enter upon a stage career while yet destitute of any qualification to speak or to act. I am tired of running actors' kindergartens and so is every other star who has been obliged to wrestle with incompetence and rawness. They do these things better in France. Candidates for the stage are there required to go through a severe course of training in the Conservatoire, and only those adjudged to possess some real excellence are allowed to appear at the Odéon and the Theatre Francaise.

"It is a promising sign that more and more intelligent young men are adopting the theatre as a profession. Ten years ago the young women offered by the most promising contingent, but at present their cousins and brothers are making them look to their dramatic laurels. After all, the stage is a reflection of the life of the times, and in holding the mirror up to nature vice is exposed and frailty satirized, just as they are satirized by Mr. Glen MacDonough in Among Those Present. The drama, however, like the pulpit and the newspapers, should lead instead of follow. While reflecting the spirit of the age, it should ever show the way to some better ideals than those of its own time and place. Thus, the drama may teach as well as amuse. It is poor stuff if it does not do both."

## POLICE COMMISSIONERS MEET

Thomas J. Burke Given a Temporary Appointment as Police Officer.

At a meeting of the police commissioners held Thursday afternoon at five o'clock Police Commissioner True L. Norris took his seat and took part in the deliberations which followed. Col. Alfred H. Howard is still chairman of the board and J. E. Dimick is secretary.

Thomas J. Burke, a motorman on the local electric road, was appointed police officer under a temporary appointment of six months. At the end of that period if the new appointee shows himself to be an efficient officer he will be made a permanent man.

Officer Burke will take Officer Ducker's beat by night and the latter will be assigned the North end beat.

## WANTS INSPECTOR OF WIRES.

Mr. Editor:—One of the most important matters that should be looked into by our city government is the appointment of an inspector of wires. No other city of any size is without somebody to look after the wires and probably no city of the size of Portsmouth has as many wires in the city proper. It means many dollars saved by the proper construction of the different lines. As we now have all kinds and more

to come, something serious may happen that might have been avoided had there been a man to say where wires should be put. The most important line of a city, of course, is the fire alarm system, which has several times cost the city many dollars on account of other lines coming in contact with this system. The superintendent of fire alarm would make a good man for the place.

## BUSY BEES AT WORK.

Sale and Entertainment Under Their Auspices at the Pearl Street Church.

The "Busy Bees" of the Pearl street church gave a sale and entertainment in their vestry on Thursday evening, the proceeds of which went to the general fund of the church.

The tables were handsomely decorated with fancy colored crepe paper, and were presided over by the following young people:

Fancy work table—Miss Lillian Gowen, Alice Hutchins.  
Candy table—Arthur Johnson, Mary Canney.

Cake table—Miss Clara Downes.  
Ice cream table—Miss Clara Lynn.

During the evening a musical and literary entertainment was given, the following being the program:

Recitation, Miss Mary Canney  
Piano solo, Harry Dudley  
Recitation, Alice Hutchins  
Duet,

Mary Canney, Arthur Johnson  
Recitation, Mary Munsey  
Piano solo, Harry Dudley

## NOT OBTAINED HERE.

The police received word from Newburyport this morning that a couple of young tramps were captured there shortly after two o'clock having in their possession two suits of new clothes done up in a bundle. The boys claimed to have been in Portsmouth on Thursday. The local officers made a round of the clothing stores, but could find no one who had lost the articles described.

## COAL STILL COMING.

Coal still continues to arrive and the amount handled during the last month is far in excess of the record for any previous month. The coal wharves are crowded, and as fast as a steamer or a big four-master finishes unloading its place is taken by another, and there are always one or two waiting in the lower harbor.

## HAS BEEN CHIEF BEFORE.

Herbert A. Marden, who was elected chief engineer last evening, was born in this city Feb. 4, 1849, and entered the department in 1873.

In 1883 he was chosen as assistant engineer and the following year chief, a position he held for several years. Since that time he has been in the ranks. He is a staunch democrat.

## GENEROUS RETURNS.

About forty dollars was the net cash return from the sale recently held in the vestry of the Court street Christian church by the Benevolent society and the Young People's society. The amount is equally divided between the two organizations and will be devoted to church music.

## NETTED ABOUT \$90.

A liberal financial result was the Easter sale at the Universalist vestry on Thursday evening, which netted about ninety dollars. This sum will be equally divided between the Ladies' Social Circle and the Young People's Christian Union.

## OCCASIONAL CHIMNEY FIRE.

An aftermath of the coal famine appears in occasional chimney fires. The use of wood during the winter clogged many chimneys with soot, which is now getting ripe for combustion, and in some instances make obstinate blazes.

New Pictures  
This Spring.

Now that spring cleaning time is here you may be in need of something new and artistic in the PICTURE LINE. We make a specialty of nice things in PICTORIAL ART and invite your inspection. Our stock of Art Picture Mouldings is the largest and best to be found hereabouts, and our facilities for working them up of the best. We solicit your orders.

**H. P. MONTGOMERY,**  
6 PLEASANT ST.

## PERSONALS.

Dr. A. C. Heffenger is in Boston. L. E. Scruton of Rochester is in town today.

G. E. Littlefield of Biddeford was in town today.

Edwin P. Horne of Somersworth was in town Thursday.

Channing B. Folsom of Dover has been a visitor in town today.

Miss Marion Ham has recovered from a severe illness and is out again.

Fuel Agent J. H. Rooks of the Boston and Maine railroad was in town Thursday.

The marriage of Boatwain Killen and Miss Nellie Holland will occur on Wednesday, April 15.

Max Myers of Dartmouth college is visiting his aunt on Austin street during the spring vacation.

W. F. Cottrell of the firm of Cottrell and Walsh is passing several days in Boston and vicinity.

W. F. Harrington of Manchester was in town Thursday, called here by the death of Thomas Leary.

Traveling Auditor George M. Hutchinson of the American Express company was here on Thursday.

Mrs. William Ward, who has been ill at her home on Maplewood avenue, is able to be about once more.

Mr. and Mrs. Robert L. Fosburg, who have been passing several months in Europe, arrived home this morning.

Mr. and Mrs. John Forbes have returned from a visit to Everett, Mass. Mr. Forbes is somewhat improved in health by his visit.

Hosea Q. Mason, who has been the guest of friends in this city for several days past, left this morning for Cambridge, Mass.

Ira Coleman of this city has entered the employ of Charles A. Badger of Newington and will be in charge of his milk delivery.

Mr. and Mrs. F. Herbert Hall of Exeter were guests at the Old Ladies' circle at Mrs. Belle Hanscom's, Islington street, on Thursday evening.

## NOT LIKELY TO YIELD.

Chief Engineer Randall Will Probably Find Out His Rights.

The Herald understands that Chief Engineer Randall will not be ousted from his present position without investigating the legality of the action of the city government on Thursday evening. He was not prepared last night to definitely announce his course, but that he will take measures to find out his rights in the matter is undoubted.

## GIRLS ALLOWED THEIR FREEDOM.

The two Kittery maids who were accused by a member of a life saving crew with taking fifteen dollars from his pocket while he slept were allowed to depart by the police on Thursday afternoon, the man not wishing to prosecute the charge. The young girls still stuck to their story about not taking the money.

## WORKING NINE HOURS.

The men employed at the Frank Jones Bottling works are now working nine hours a day, instead of ten, which is the new schedule in effect April first.

## MISSING SAILORS.

The police this morning received descriptions of three members of the crew of the U. S. S. Nevada who have been absent from the ship longer than they were given permission.

## FIRST SESSION.

The board of registrars are holding their first session today for the purpose of getting the checklists in order for the coming vote on the license question.

## IS WELL KNOWN HERE.

Wife of Count Zborowski Sister of a Summer Resident.

Count Elliot Zborowski of Boston, who was killed by being thrown from an automobile at a hill climbing contest in France on Wednesday, married the divorced wife of Baron de Stuers, who was at one time Dutch minister to France. She was the daughter of James Carey of Sioux Falls, S. D., and granddaughter of William B. Astor; and she is a sister of Arthur Astor Carey of Boston and Little Harbor. Countess Zborowski was awaiting her husband at a hotel on the hill where the climbing contest was held, at the time he was killed.

## AT THE NAVY YARD.

The yard force will have two holidays during this month, the Fast days of both Maine and New Hampshire.

The foundations are being put in for the two Spanish guns that are to be placed in front of the main office building.

A large force have been called for duty in the department of yards and docks.

The carpenters in the department of yards and docks are putting in new flooring in the basement of the steam engineering machine shop, where four large lathes will be set up.

Three more blacksmiths have been added to the force employed on the new stone dock.

A handsome boat owned by John B. Trefethen of steam engineering was stolen from its moorings near his residence at Kittery on Wednesday night and found on Thursday, smashed to pieces, between one of the dolphins and the wooden dry dock.

The keystones were laid on Thursday at the head of the new dry dock.

A large force of men from Portsmouth is at work on a cargo of coal that is being taken out by Gray and Prime.

Some of the granite cutters now at work in the stone shed have been working in the South during the winter.

A dozen more cutters are wanted on granite in the shed.

## TWO FINGERS AMPUTATED.

Chester Fogg, employed at the saw mill of J. W. Berry at North Hampton, cut his hand very badly on Thursday afternoon while operating a large circular saw. He was brought to this city on the 5.20 train and taken to the Cottage hospital, where two fingers of his right hand were amputated.

## OBSEQUIES.

The funeral of Charles W. Holst was held from his late home on Madison street this afternoon at 2.30 o'clock. Rev. Charles LeV. Brinc officiating. Interment was made in Proprietor's cemetery.

## KEHOE VS. KERSHAW.

Next week, Kehoe and Kershaw are to play a matched game of pool at Mow's. Tuesday and Thursday nights have been selected. It will be three hundred points.

## SPECIAL MEETING.

Division 2, A. O. H. will hold a special meeting this (Friday) evening in Hibernian hall, to take action on the death of their late brother, Thomas Leary.

EDMUND QUIRK, Pres.

College boys are home.

## A NEW CHIEF ENGINEER

(Continued from first page.)

of this body governed by Cushing's manual?"

The Mayor—"No, by Marcy's manual."

Ald. Wood—"Mr. City Clerk, has the city government ever adopted any manual of parliamentary rules?"

City Clerk Pelree—"No sir."

The convention then proceeded to ballot for a chief engineer with the following result:

Whole number of votes cast, 26  
Necessary for a choice, 14  
John D. Randall had 10  
Herbert A. Marden had 16

and Herbert A. Marden was elected.

Nathan F. Amee, Major S. Langdon Lorenzo T. Burnham and Charles S. Varrell were unanimously re-elected assistant engineers.

On motion of Ald. Wood, the convention then arose.

## In Board of Mayor and Aldermen.

The aldermanic session was then resumed and bills presented by the city auditor to the amount of \$1355.70 were ordered paid. A bill from former City Physician Hannaford for professional services, amounting to \$1268, was, on motion of Ald. Martin, referred to the committee on claims, to report at the next meeting.

A report was read from the board of health, recommending that the present contagious hospital on Jones avenue be cleansed and renovated for the use of nurses and attendants and presenting plans for a hospital of sufficient size to meet any probable demands upon it. The report was referred to the committee on city lands and buildings, to report at the next meeting.

After an interesting colloquy, Ald. Wood moved that the street commissioner be instructed to purchase canvas coverings for the garbage teams of a quality satisfactory to the chairman of the committee on streets. The motion was carried.

Ald. Fernald, the chairman of the committee mentioned, expressed some curiosity as to his duties, and Aldermen Martin and Long attempted to speak, but were silenced by protests from Ald. Wood.

The board then adjourned for two weeks.

## AT THE DEPOT.

Handsomely bound books have been issued containing several fine photos and a list of all members of the Order of Railway Trainmen of the Boston and Maine, Maine Central, Grand Trunk, Portland and Rumford Falls railroads. The order now has a membership of over sixty thousand. The members at this station are trainmen of both the passenger and freight service, also of the switching crews, and have headquarters at Portland, Me.

Several changes are to be made in the dining and news room.

Today is pay day for the men at this station.

The grounds connected with the round house are neatly kept by Foreman Corey and men.

The section hands are making repairs along the line of the York Harbor and Beach railroad, which will soon be opened for the season.

The transportation of coal from this city to Concord and Manchester keeps all spare hands as well as the regular men busy on the Southern division.

## RIVER AND HARBOR.

The steam launch Col. Hamilton, which is for use at Fort Constitution, is still on the cars at Railroad wharf and will be put into the water at that place.

The barge Merrill is loading a cargo of coal at Railroad wharf for Exeter and will be towed there by the tug Iva.

The steam scow Leviathan has finished discharging a cargo of sand at the navy yard and is coaling up at Walker's new wharf on this side of the river.

## GIVEN PERMANENT APPOINTMENT.

At the meeting of the police commissioners held on Thursday afternoon, George H. Ducker, who has been serving on the police force for several months, was appointed a permanent officer.

## WILL SING "PALM BRANCHES."

At St. John's church next Sunday morning, Mr. Cyril E. Jackson will sing "Palm Branches."

## Houses for Sale

Gates St., - - - \$1,000  
Mt. Vernon St., - - - 1,400  
Orchard St., - - - 1,800  
Hanover St., - - - 2,000  
Court St., - - - 2,700  
Willard Avenue, - - - 3,000

Others in Union St., Vaughan street, Spring street, Austin street, Willard Avenue, Main street, Broad street, Rock and street, Elys Avenue, Middle street, Sherburne Avenue, Richardson Avenue, Green street.

## Frank D. Butler

Hours 9 to 12 A. M.  
3 MARKET ST.

Old Furniture  
Made New.

Why don't you send some of your badly worn upholstered furniture to Robert H Hall and have it re-upholstered? It will cost but little.

Manufacturer of All Kinds of Cushions and Coverings.

## R. H. HALL

Hanover Street, Near Market.

**S. G. LONDRES**  
10 Cent Cigar  
HAS NO EQUAL.  
S. GRYMISH, MFG.

## Your Winter Suit

Should be  
**WELL MADE.**  
It should be  
**STYLISH**  
And  
**PERFECT FIT.**  
The largest assortment of UP-TO-DATE SAMPLES to be shown in the city

Cleansing, Turning and Pressing a Specialty.

**D. O'LEARY,**  
Bridge Street.

The Evening  
Herald

A live local paper.  
Enterprising, but not sensational.  
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